FEDERAL REGISTER

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Washington, Wednesday, June 20, 1956

TITLE 3—THE PRESIDENT

PROCLAMATION 3141

CITIZENSHIP DAY, 1956

BY THE PRESIDENT OF THE UNITED STATES OF AMERICA

A PROCLAMATION

WHEREAS, by joint resolution approved February 29, 1952 (66 Stat. 9), the Congress of the United States has designated the 17th day of September of each year as Citizenship Day in commemoration of the signing of the Constitution of the United States on September 17, 1787, and in recognition of all our citizens who have come of age and all who have been naturalized during the year; and

WHEREAS with the passing of the years the basic soundness and the durability of the principles embodied in our Constitution become increasingly evident; and

WHEREAS the test of time has served to strengthen our pride and belief in the greatness of our country and has inspired us to an ever firmer determination that the carrying out of the responsibilities of citizenship, as well as the exercise of its rights and privileges, shall play an important role in our daily lives; and

WHEREAS the aforesaid resolution authorizes the President to issue annually a proclamation calling for the observance of Citizenship Day with appropriate ceremonies:

NOW, THEREFORE, I, DWIGHT D. EISENHOWER, President of the United States of America, do call upon the appropriate officials of the Government to display the flag of the United States on all Government buildings on Monday, September 17, 1956, and urge the people of the Nation to display the flag on that day at their homes and other suitable places.

I also urge Federal, State, and local officials, as well as religious, civic, patriotic, educational, and other organizations, to arrange for appropriate ceremonies on Citizenship Day through which all our people may gain a deeper appreciation of the great heritage secured to us by the Constitution and come to have a better understanding of our rights and responsibilities as citizens of the United States.

And I also call upon all our citizens to renew and reaffirm their fealty on that day to the principles embodied in the Constitution—the foundation of our free and independent Republic.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this 18th day of June in the year of our Lord nineteen hundred and fifty-six, [SEAL] and of the Independence of the United States of America the one hundred and eightieth.

DWIGHT D. EISENHOWER

By the President:

JOHN FOSTER DULLES,
Secretary of State.

[F. R. Doc. 56-4908; Filed, June 19, 1956; 11:34 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

PART 13—AIRCRAFT ENGINE AIRWORTHINESS

REVISION OF PART

Because of the number of outstanding amendments to Part 13 there follows a revision of Part 13 incorporating all amendments thereto which were in effect on June 15, 1956.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

Subpart A—General

APPLICABILITY AND DEFINITIONS

(Continued on p. 4307)

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THE PRESIDENT

EXECUTIVE AGENCIES

FEDERAL REGISTER

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CONTENTS—Continued

CODIFICATION GUIDE

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

CODIFICATION GUIDE—Con.

AUTHORITY: §§ 13.0 to 13.257 issued under sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, as amended, 1009, as amended; 49 U. S. C. 551, 553.

SUBPART A—GENERAL

APPLICABILITY AND DEFINITIONS

§ 13.0 *Applicability of this part.* This part establishes standards with which compliance shall be demonstrated for the issuance of and changes to type certificates for engines used on aircraft. This part, until superseded or rescinded, shall apply to all engines for which applications for type certification are made after the effective date of this part (August 20, 1938).

§ 13.1 *Definitions.* As used in this part terms are defined as follows:

(a) *Administration*—(1) *Administrator.* The Administrator is the Administrator of Civil Aeronautics.

(2) *Applicant.* An applicant is a person or persons applying for approval of an engine or any part thereof.

(3) *Approved.* Approved, when used alone or as modifying terms such as means, devices, specifications, etc., shall mean approved by the Administrator. (See § 13.18.)

(b) *General design*—(1) *Standard atmosphere.* The standard atmosphere is an atmosphere defined as follows:

(i) The air is a dry, perfect gas,

(ii) The temperature at sea level is 59° F.,

(iii) The pressure at sea level is 29.92 inches Hg,

(iv) The temperature gradient from sea level to the altitude at which the temperature equals −67° F. is −0.003566° F./ft. and zero thereabove.

(v) The density ρ_0 at sea level under the above conditions is 0.002378 lbs. sec.^{2}/ft.^{4}

(2) *Brake horsepower.* Brake horsepower is the power delivered at the propeller shaft of the engine.

(3) *Take-off power.* Take-off power is the brake horsepower developed under standard sea level conditions, under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use in the normal take-off, and limited in use to a maximum continuous period as indicated in the approved engine specification.

(4) *Maximum continuous power.* Maximum continuous power is the brake horsepower developed in standard atmosphere at a specified altitude under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use during periods of unrestricted duration.

(5) *Manifold pressure.* Manifold pressure is the absolute pressure measured at the appropriate point in the induction system, usually in inches of mercury.

(6) *Critical altitude.*[1] The critical altitude is the maximum altitude at which in standard atmosphere it is possible to maintain without ram, at a specified rotational speed, a specified power or a specified manifold pressure. Unless otherwise stated, the critical altitude is the maximum altitude at which it is possible to maintain, at the maximum continuous rotational speed, one of the following:

(i) The maximum continuous power, in the case of engines for which this power rating is the same at sea level and at the rated altitude,

(ii) The maximum continuous rated manifold pressure, in the case of engines the maximum continuous power of which is governed by a constant manifold pressure.

[1] These definitions may not apply in the case of less conventional engines such as compound, variable discharge turbine, etc.

CERTIFICATION

§ 13.10 *Eligibility for type certificates.* An engine shall be eligible for type certification under the provisions of this part if it complies with the airworthiness provisions hereinafter established or if the Administrator finds that the provision or provisions not complied with are compensated for by factors which provide an equivalent level of safety: *Provided,* That the Administrator finds no feature or characteristic of the engine which renders it unsafe for use on aircraft.

§ 13.11 *Designation of applicable regulations.* The provisions of this section shall apply to all engine types certificated under this part irrespective of the date of application for type certificate.

(a) Unless otherwise established by the Board, the engine shall comply with the provisions of this part together with all amendments thereto effective on the date of application for type certificate, except that compliance with later effective amendments may be elected or required pursuant to paragraphs (c), (d), and (e) of this section.

(b) If the interval between the date of application for type certificate and the issuance of the corresponding type certificate exceeds three years, a new application for type certificate shall be required, except that for applications pending on May 1, 1954, such three-year period shall commence on that date. At the option of the applicant, a new application may be filed prior to the expiration of the three-year period. In either instance the applicable regulations shall be those effective on the date of the new application in accordance with paragraph (a) of this section.

(c) During the interval between filing the application and the issuance of a type certificate, the applicant may elect to show compliance with any amendment of this part which becomes effective during that interval, in which case all other amendments found by the Administrator to be directly related shall be complied with.

(d) Except as otherwise provided by the Board, or by the Administrator, pursuant to § 1.24 of this subchapter, a change to the type certificate (see § 13.13 (b)) may be accomplished, at the option of the holder of the type certificate, either in accordance with the regulations incorporated by reference in the type certificate pursuant to § 13.13 (c), or in accordance with subsequent amendments

to such regulations in effect on the date of application for approval of the change, subject to the following provisions:

(1) When the applicant elects to show compliance with an amendment to the regulations in effect on the date of application for approval of a change, he shall show compliance with all amendments which the Administrator finds are directly related to the particular amendment selected by the applicant.

(2) When the change consists of a new design or a substantially complete redesign of a major component of the engine, and the Administrator finds that the regulations incorporated by reference in the type certificate pursuant to § 13.13 (c) do not provide complete standards with respect to such change, he shall require compliance with such provisions of the regulations in effect on the date of application for approval of the change as he finds will provide a level of safety equal to that established by the regulations incorporated by reference at the time of issuance of the type certificate.

(c) If changes listed in subparagraphs (1) and (2) of this paragraph are made, the engine shall be considered as a new type, in which case a new application for type certificate shall be required and the regulations together with all amendments thereto effective on the date of the new application shall be made applicable in accordance with paragraphs (a), (b), (c), and (d) of this section.

(1) A change in the principle of operation;

(2) A change in design, configuration, power limitations, or speed limitations, which the Administrator finds is so extensive as to require a substantially complete investigation of compliance with the regulations.

§ 13.12 *Recording of applicable regulations.* The Administrator, upon the issuance of a type certificate, shall record the applicable regulations with which compliance was demonstrated. Thereafter, the Administrator shall record the applicable regulations for each change in the type certificate which is accomplished in accordance with regulations other than those recorded at the time of issuance of the type certificate. (See § 13.11.)

§ 13.13 *Type certificate.* (a) An applicant shall be issued a type certificate when he demonstrates the eligibility of the engine by complying with the requirements of this part in addition to the applicable requirements in Part 1 of this subchapter.[2]

(b) The type certificate shall be deemed to include the type design (see § 13.14 (b)), the operating limitations for the engine (see § 13.16), and any other conditions or limitations prescribed by the regulations in this subchapter.

[2] Prior to approval for use of a type certificated engine on a certificated aircraft, the engine will be required to comply with pertinent provisions of the applicable aircraft airworthiness parts of the regulations in this subchapter.

(c) The applicable provisions of this part recorded by the Administrator in accordance with § 13.12 shall be considered as incorporated in the type certificate as though set forth in full.

§ 13.14 *Data required.* (a) The applicant for a type certificate shall submit to the Administrator such descriptive data, test reports, and computations as are necessary to demonstrate that the engine complies with the requirements of this part.

(b) The descriptive data required in paragraph (a) of this section shall be known as the type design and shall consist of such drawings and specifications as are necessary to disclose the configuration of the engine and all the design features covered in the requirements of this part, such information on dimensions, materials, and processes as is necessary to define the structural strength of the engine, and such other data as are necessary to permit by comparison the determination of the airworthiness of subsequent engines of the same type.

§ 13.15 *Inspections and tests.* Inspections and tests shall include all those found necessary by the Administrator to insure that the engine complies with the applicable airworthiness requirements and conforms to the following:

(a) All materials and products are in accordance with the specifications in the type design,

(b) All parts of the engine are constructed in accordance with the drawings in the type design,

(c) All manufacturing processes, construction, and assembly are as specified in the type design.

§ 13.16 *Required tests.* The block tests prescribed in this part shall be conducted to establish the engine operating limitations, as chosen by the applicant, and the reliability of the engine to operate within those limitations. The provisions of paragraphs (a) through (d) of this section shall be applicable.

(a) The applicant shall furnish all testing facilities, including equipment and competent personnel, to conduct the prescribed block tests.

(b) An authorized representative of the Administrator shall witness such of the block tests as are necessary to verify the test report.

(c) The Administrator shall establish engine operating limitations determined on the basis of the engine operating conditions demonstrated during the block tests. Such operating limitations shall include those items relating to power, speeds, temperatures, pressures, fuels, and oils which he finds necessary for safe operation of the engine.

(d) It shall be permissible to use separate engines of identical design and construction in the vibration, calibration, detonation (if applicable), endurance, and operation tests prescribed in subparts B and C of this part, except that if a separate engine is used for the endurance test it shall be subjected to a calibration check before starting the endurance test.

§ 13.17 *Production certificates.* (For requirements with regard to production certificates see Part 1 of this subchapter.)

§ 13.18 *Approval of materials, parts, processes, and appliances.* (a) Materials, parts, processes, and appliances shall be approved upon a basis and in a manner found necessary by the Administrator to implement the pertinent provisions of the regulations in this subchapter. The Administrator may adopt and publish such specifications as he finds necessary to administer this regulation, and shall incorporate therein such portions of the aviation industry, Federal, and military specifications respecting such materials, parts, processes, and appliances as he finds appropriate.

NOTE: The provisions of this paragraph are intended to allow approval of materials, parts, processes, and appliances under the system of Technical Standard Orders, or in conjunction with type certification procedures for an engine, or by any other form of approval by the Administrator.

(b) Any material, part, process, or appliance shall be deemed to have met the requirements for approval when it meets the pertinent specifications adopted by the Administrator and the manufacturer so certifies in a manner prescribed by the Administrator.

§ 13.19 *Changes in type design.* (For requirements with regard to changes in type design and the designation of applicable regulations therefor, see § 13.11 (d) and (e), and Part 1 of this subchapter.)

IDENTIFICATION AND INSTRUCTION MANUAL

§ 13.20 *Identification plate.* A fireproof identification plate shall be securely attached to the engine in a location which will be readily accessible when the engine is installed on an aircraft. The identification plate shall contain the identification data required by § 1.50 of this chapter.

§ 13.21 *Instruction manual.* The applicant shall prepare and make available an approved manual containing instructions for the installation, operation, servicing, maintenance, repair, and overhaul of the engine.

NOTE: It is not intended to limit the form of the manual to a single document.

SUBPART B—RECIPROCATING ENGINES

DESIGN AND CONSTRUCTION

§ 13.100 *Scope.* The provisions of this subpart shall apply to reciprocating engines.

(a) The engine shall not incorporate design features or details which experience has shown to be hazardous or unreliable. The suitability of all questionable design details or parts shall be established by tests.

(b) The design and construction provisions of this subpart shall be applicable to the engine when it is installed, operated, and maintained in accordance with the instruction manual prescribed in § 13.21 and when fitted with an appropriate propeller.

§ 13.101 *Materials.* The suitability and durability of all materials used in the engine shall be established on a basis of experience or tests. All materials

used in the engine shall conform to approved specifications which will insure their having the strength and other properties assumed in the design data.

§ 13.102 *Fire prevention.* The design and construction of the engine and the materials used shall be such as to minimize the possibility of occurrence and spread of fire because of structural failure, overheating, or other causes.

§ 13.103 *Vibration.* The engine shall be designed and constructed to function throughout its normal operating range of crankshaft rotational speeds and engine powers without inducing excessive stress in any of the engine parts because of vibration and without imparting excessive vibration forces to the aircraft structure.

§ 13.104 *Durability.* All parts of the engine shall be designed and constructed to minimize the development of an unsafe condition of the engine between overhaul periods.

§ 13.110 *Fuel and induction system.* (a) The fuel system of the engine shall be designed and constructed to supply an appropriate mixture of fuel to the cylinders throughout the complete operating range of the engine under all flight and atmospheric conditions.

(b) The intake passages of the engine through which air or fuel in combination with air passes for combustion purposes shall be designed and constructed to minimize the danger of ice accretion in such passages. The engine shall be designed and constructed to permit the use of a means for ice prevention.

§ 13.111 *Ignition system.* All spark ignition engines shall be equipped with either a dual ignition system having at least two spark plugs per cylinder and two separate electrical circuits with separate sources of electrical energy, or with an ignition system which will function with equal reliability in flight.

§ 13.112 *Lubrication system.* (a) The lubrication system of the engine shall be designed and constructed so that it will function properly in all flight attitudes and atmospheric conditions in which the airplane is expected to operate.

(b) In wet sump engines the provision of paragraph (a) of this section shall be complied with when only one-half of the maximum lubricant supply is in the engine.

(c) The lubrication system of the engine shall be designed and constructed to permit the installation of a means for cooling of the lubricant.

§ 13.113 *Engine cooling.* The engine shall be designed and constructed to provide the necessary cooling under conditions in which the airplane is expected to operate.

§ 13.114 *Engine mounting attachments.* The mounting attachments and structure of the engine shall have sufficient strength, when the engine is mounted on an aircraft, to withstand the loads arising from the loading conditions prescribed in the airworthiness parts of the regulations in this subchapter applicable to the aircraft involved.

§ 13.115 *Accessory attachments.* Accessory drives and mounting attachments shall be designed and constructed so that the engine will operate properly with the accessories attached. The design of the engine shall incorporate provisions for the examination, adjustment, or removal of all essential engine accessories.

BLOCK TESTS

§ 13.150 *General.* The engine, including all essential accessories, shall be subjected to the block tests and inspections prescribed in §§ 13.151 through 13.157.

§ 13.151 *Vibration test.* A vibration survey shall be conducted to investigate crankshaft torsional and bending vibration characteristics over the operational range of crankshaft rotational speed and engine power normally used in flight (including low-power operation), from idling speed to either 110 percent of the desired maximum continuous speed rating, or 103 percent of the desired take-off speed rating, whichever is higher. The survey shall be conducted with a representative propeller. If a critical speed or speeds are found to be present in the operating range of the engine, changes in design of the engine shall be made for their elimination prior to the conduct of the endurance test specified in § 13.154, or the endurance test shall include operation under the most adverse vibration condition for a period sufficient to establish the ability of the engine to operate without fatigue failure.

§ 13.152 *Calibration tests.* The engine shall be subjected to such calibration tests as are necessary to establish its power characteristics and the conditions for the endurance test specified in § 13.154. The results of the power characteristics calibration tests shall constitute the basis for establishing the characteristics of the engine over its entire operating range of crankshaft rotational speeds, manifold pressures, fuel/air mixture settings, and altitudes. Power ratings shall be based upon standard atmospheric conditions. (See also § 13.16 (d).)

§ 13.153 *Detonation test.* A test shall be conducted to establish that the engine can function without detonation throughout its range of intended conditions of operation.

§ 13.154 *Endurance test.* The endurance test of an engine with a representative propeller shall include a total of 150 hours of operation and, depending upon the type and contemplated use of the engine, shall consist of one of the series of runs specified in paragraphs (a) through (c) of this section, whichever series is applicable. The runs shall be performed in such periods and order as are found appropriate by the Administrator for the specific engine. During the endurance test the engine power and the crankshaft rotational speed shall be controlled within ±3 percent of the specified values.

(a) *Single-speed engines.* For engines not incorporating a supercharger and for those incorporating a single-speed supercharger, the following series of runs shall apply:

(1) A 30-hour run shall be conducted consisting of alternate periods of 5 minutes at take-off power and speed, and 5 minutes at maximum best economy cruising power or at maximum recommended cruising power.

(2) A 20-hour run shall be conducted consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 75 percent maximum continuous power and 91 percent maximum continuous speed.

(3) A 20-hour run shall be conducted consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 70 percent maximum continuous power and 89 percent maximum continuous speed.

(4) A 20-hour run shall be conducted consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 65 percent maximum continuous power and 87 percent maximum continuous speed.

(5) A 20-hour run shall be conducted consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 60 percent maximum continuous power and 84.5 percent maximum continuous speed.

(6) A 20-hour run shall be conducted consisting of alternate periods of 1½ hours at maximum continuous power and speed, and ½ hour at 50 percent maximum continuous power and 79.5 percent maximum continuous speed.

(7) A 20-hour run shall be conducted consisting of alternate periods of 2½ hours at maximum continuous power and speed, and 2½ hours at maximum best economy cruising power or at maximum recommended cruising power.

(b) *Two-speed engines.* For engines incorporating a two-speed supercharger, the following series of runs shall apply:

(1) A 30-hour run shall be conducted consisting of alternate periods in the lower gear ratio of 5 minutes at take-off power and speed, and 5 minutes at maximum best economy cruising power or at maximum recommended cruising power. If a take-off rating is desired in the higher gear ratio, 15 hours of the 30-hour run shall be conducted in the higher gear ratio in alternate periods of 5 minutes at the observed horsepower obtainable with the take-off critical altitude manifold pressure and take-off speed, and 5 minutes at 70 percent high ratio maximum continuous power and 89 percent high ratio maximum continuous speed.

(2) A 15-hour run shall be conducted consisting of alternate periods in the lower gear ratio of 1 hour at maximum continuous power and speed, and ½ hour at 75 percent maximum continuous power and 91 percent maximum continuous speed.

(3) A 15-hour run shall be conducted consisting of alternate periods in the lower gear ratio of 1 hour at maximum continuous power and speed, and ½ hour at 70 percent maximum continuous power and 89 percent maximum continuous speed.

(4) A 30-hour run shall be conducted in the higher gear ratio at maximum continuous power and speed.

(5) A 5-hour run shall be conducted consisting of alternate periods of 5 minutes in each of the supercharger gear ratios. The first 5 minutes of the test shall be conducted at normal rated speed in the higher gear ratio and the observed horsepower obtainable with 90 percent of the normal rated manifold pressure in the higher gear ratio under sea level conditions. The condition for operation for the alternate 5 minutes in the lower gear ratio shall be that obtained by shifting to the lower gear ratio at constant speed.

(6) A 10-hour run shall be conducted consisting of alternate periods in the lower gear ratio of 1 hour at maximum continuous power and speed, and 1 hour at 65 percent maximum continuous power and 87 percent maximum continuous speed.

(7) A 10-hour run shall be conducted consisting of alternate periods in the lower gear ratio of 1 hour at maximum continuous power and speed, and 1 hour at 60 percent maximum continuous power and 84.5 percent maximum continuous speed.

(8) A 10-hour run shall be conducted consisting of alternate periods in the lower gear ratio of 1 hour at maximum continuous power and speed, and 1 hour at 50 percent maximum continuous power and 79.5 percent maximum continuous speed.

(9) A 20-hour run shall be conducted consisting of alternate periods in the lower gear ratio of 2 hours at maximum continuous power and speed, and 2 hours at maximum best economy cruising power and speed or at maximum recommended cruising power.

(10) A 5-hour run shall be conducted in the lower gear ratio at maximum best economy cruising power and speed or at maximum recommended cruising power and speed.

NOTE: Where simulated altitude test equipment is not available and when operating in the higher gear ratio, the runs may be conducted at the observed horsepower obtained with the critical altitude manifold pressure or specified percentages thereof, and the fuel-air mixtures may be adjusted rich enough to suppress detonation.

(c) *Helicopter engines.* For engines to be eligible for use on helicopters, the following series of runs shall apply:

(1) A 35-hour run shall be conducted consisting of alternate periods of 30 minutes each at take-off power and speed, and at maximum continuous power and speed.

(2) A 25-hour run shall be conducted consisting of alternate periods of 2½ hours each at maximum continuous power and speed, and at 70 percent maximum continuous power at maximum continuous speed.

(3) A 25-hour run shall be conducted consisting of alternate periods of 2½ hours each at maximum continuous power and speed, and at 70 percent maximum continuous power at 80 to 90 percent maximum continuous speed.

(4) A 25-hour run shall be conducted consisting of alternate periods of 2½ hours each at 80 percent maximum continuous power at take-off speed, and at 80 percent maximum continuous power at 80 to 90 percent maximum continuous speed.

(5) A 25-hour run shall be conducted consisting of alternate periods of 2½ hours each at 80 percent maximum continuous power at take-off speed, and at either maximum continuous power at 110 percent maximum continuous speed or at take-off power at 103 percent take-off speed, whichever condition results in the greater speed.

(6) A 15-hour run shall be conducted at 105 percent maximum continuous power and 105 percent maximum continuous speed or at full throttle and corresponding speed at standard sea level carburetor entrance pressure, provided that 105 percent of the maximum continuous power is not exceeded.

§ 13.155 *Operation test.* The operation test shall include all testing found by the Administrator to be necessary to demonstrate backfire characteristics, starting, idling, acceleration, overspeeding, functioning of propeller and ignition, and any other operational characteristic of the engine.

§ 13.156 *Teardown inspection.* After completion of the endurance test the engine shall be completely disassembled and a detailed inspection shall be made of the engine parts to check for fatigue and wear.

§ 13.157 *Engine adjustments and parts replacements.* During the block tests servicing and minor repairs of the engine shall be permissible. If major repairs or replacement of parts are found necessary during the tests or in the teardown inspection, the parts in question shall be subjected to such additional tests as are found by the Administrator to be necessary.

SUBPART C—TURBINE ENGINES

DESIGN AND CONSTRUCTION

§ 13.200 *Scope.* The provisions of this subpart shall apply to turbine engines.

(a) The engine shall not incorporate design features or details which experience has shown to be hazardous or unreliable. The suitability of all questionable design details or parts shall be established by tests.

(b) The design and construction provisions of this subpart shall be applicable to the engine when it is installed, operated, and maintained in accordance with the instruction manual prescribed in § 13.21 and when fitted with an appropriate propeller (if used).

§ 13.201 *Materials.* The suitability and durability of all materials used in the engine shall be established on a basis of experience or tests. All materials used in the engine shall conform to approved specifications which will insure their having the strength and other properties assumed in the design data.

§ 13.202 *Fire prevention.* The design and construction of the engine and the materials used shall be such as to minimize the possibility of occurrence and spread of fire because of structural failure, overheating, or other causes.

§ 13.203 *Vibration.* The engine shall be designed and constructed to function throughout its normal operating range of rotational speeds and engine powers without inducing excessive stress in any of the engine parts because of vibration and without imparting excessive vibration forces to the aircraft structure.

§ 13.204 *Durability.* All parts of the engine shall be designed and constructed to minimize the development of an unsafe condition of the engine between overhaul periods.

§ 13.205 *Surge characteristics.* The engine shall be free of detrimental surge throughout its operating range in the minimum ambient air temperature in which it is to be operated.

§ 13.210 *Fuel and induction system.* (a) The fuel system of the engine shall be designed and constructed to supply an appropriate mixture of fuel to the combustion chamber(s) throughout the complete operating range of the engine under all flight and atmospheric conditions.

(b) The intake passages of the engine through which air or fuel in combination with air passes for combustion purposes shall be designed and constructed to minimize the danger of ice accretion in such passages. The engine shall be designed and constructed to permit the use of a means for ice prevention.

§ 13.211 *Ignition system.* All engines shall be equipped with an ignition system for starting the engine on the ground and in flight.

§ 13.212 *Lubrication system.* The lubrication system of the engine shall be designed and constructed so that it will function properly in all flight attitudes and atmospheric conditions in which the airplane is expected to operate.

§ 13.213 *Engine cooling.* The engine shall be designed and constructed to provide the necessary cooling under conditions in which the airplane is expected to operate.

§ 13.214 *Engine mounting attachments.* The mounting attachments and structure of the engine shall have sufficient strength, when the engine is mounted on an aircraft, to withstand the loads arising from the loading conditions prescribed in the airworthiness parts of the regulations in this subchapter applicable to the aircraft involved.

§ 13.215 *Accessory attachments.* Accessory drives and mounting attachments shall be designed and constructed so that the engine will operate properly with the accessories attached. The design of the engine shall incorporate provisions for the examination, adjustment, or removal of all essential engine accessories.

BLOCK TESTS

§ 13.250 *General.* The engine, including all essential accessories, shall be subjected to the block tests and inspections prescribed in §§ 13.251 through 13.257. In addition, throughout the tests, unless otherwise chosen by the applicant, the controlled air extraction shall be zero.

§ 13.251 *Vibration test.* A vibration survey shall be conducted to investigate the vibration characteristics of the engine over the operational range of rotational speed and engine power. If critical vibration is found to be present in the operating range of the engine, changes in design of the engine shall be made for its elimination prior to the conduct of the endurance test specified in § 13.254, or the endurance test shall include operation under the most adverse vibration condition for a period sufficient to establish the ability of the engine to operate without fatigue failure.

NOTE: The vibration survey usually need consist of external measurements only, unless the Administrator finds that internal measurements are necessary in a particular case.

§ 13.252 *Calibration tests.* (a) The engine shall be subjected to such calibration tests as are necessary to establish its power characteristics and the conditions for the endurance test specified in § 13.254. The results of the power characteristics calibration tests shall constitute the basis for establishing the characteristics of the engine over its entire operating range of speeds, pressures, temperatures, and altitudes. Power ratings shall be based upon standard atmospheric conditions. (See also § 13.16 (d).)

(b) Prior to the endurance test the power control(s) shall be adjusted to produce the maximum allowable gas temperatures and rotor speeds at take-off operating conditions. Such adjustment shall not be changed during the relevant calibration tests and the relevant runs of the endurance test.

§ 13.254 *Endurance test.* The endurance test of an engine with a representative propeller (if applicable) shall include a total of 150 hours of operation, consisting of 30 periods of 5 hours each as specified in this section. It shall be permissible to conduct each run of the endurance test, except the runs prescribed in paragraphs (a) and (f) of this section, with one predetermined engine variable (i. e., speed or gas temperature) held constant and with the position of the power lever(s) recorded. The runs shall be performed in such order as is found appropriate by the Administrator for the specific engine. Each period of the 150-hour endurance test shall be conducted as follows:

(a) *Take-off and idling.* One hour of alternate 5-minute periods shall be conducted at maximum take-off power and/or thrust and at idling power and/or thrust. In changing the power setting after each period, the power-control lever shall be moved in the manner prescribed in paragraph (f) of this section. The developed powers and/or thrusts at take-off and idling conditions and their corresponding rotor speed and gas temperature conditions shall be as established by the power control(s) in accordance with the schedule established by the manufacturer. It shall be permissible to control manually during any one period the speed and power and/or thrust while taking data to check performance.

(b) *91 percent take-off power and/or thrust.* Thirty minutes shall be conducted at the power lever position corresponding with either 91 percent take-off power and/or thrust or maximum continuous power and/or thrust, whichever is the greater.

(c) *Maximum continuous power and/or thrust.* One hour and 30 minutes shall be conducted at the power lever position corresponding with maximum continuous power and/or thrust.

(d) *90 percent maximum continuous power and/or thrust.* One hour shall be conducted at the power lever position corresponding with 90 percent maximum continuous power and/or thrust.

(e) *75 percent maximum continuous power and/or thrust.* Thirty minutes shall be conducted at the power lever position corresponding with 75 percent maximum continuous power and/or thrust.

(f) *Acceleration and deceleration runs.* Thirty minutes shall be conducted of accelerations and decelerations consisting of five cycles from idling power and/or thrust to take-off power and/or thrust and maintained at the take-off power and/or thrust for approximately 30 seconds and at the idling power and/or thrust for approximately 5 minutes. In complying with the provisions of this paragraph the power-control lever shall be moved from one extreme position to the other in not more than 1 second, except where different regimes of control operations are incorporated necessitating scheduling of the power-control lever motion in going from one extreme position to the other, a longer period of time shall be acceptable but in no case shall this time exceed 2 seconds.

(g) *Starts.* Seventy-five starts shall be made of which 30 starts shall be preceded by a 2-hour shutdown. It shall be acceptable to make the remaining starts after the completion of the 150 hours of endurance testing.

§ 13.255 *Operation test.* The operation test shall include all testing found by the Administrator to be necessary to demonstrate starting, idling, acceleration, overspeeding, functioning of propeller (if applicable) and ignition, and any other operational characteristic of the engine.

§ 13.256 *Teardown inspection.* After completion of the endurance test the engine shall be completely disassembled and a detailed inspection shall be made of the engine parts to check for fatigue and wear.

§ 13.257 *Engine adjustments and parts replacements.* During the block tests servicing and minor repairs of the engine shall be permissible. If major repairs or replacement of parts are found necessary during the tests or in the teardown inspection, the parts in question shall be subjected to such additional tests as are found by the Administrator to be necessary.

[F. R. Doc. 56-4854; Filed, June 19, 1956; 8:55 a. m.]

[Supp. 23]

PART 40—SCHEDULED INTERSTATE AIR CARRIER CERTIFICATION AND OPERATION RULES

MISCELLANEOUS AMENDMENTS

The following amendments to Part 40 of this subchapter are adopted (1) to make an editorial correction to the title of § 40.170–2 made necessary by an amendment to the regulation; (2) to permit an operator to meet the requirements of § 40.170 (b) with respect to the Airplane Flight Manual by the insertion therein of a table for converting statute miles per hour to knots and the placing of cautionary notes on pages or charts on which statute-miles-per-hour airspeeds are shown (§ 40.170–3); and (3) to standardize, in the interest of safety, the color of warning lights used to indicate propeller reversal (§ 40.172–1).

1. The title of § 40.170–2 is revised to read *"Determination of operable condition of radio equipment (CAA interpretations which apply to § 40.170 (c))."*

2. Section 40.170–3 is added to read as follows:

§ 40.170–3 *Airspeed limitations and related information contained in the Airplane Flight Manual (CAA policies which apply to § 40.170 (b)).* The airspeeds shown in the Performance Information Section only, of an Airplane Flight Manual approved prior to April 1, 1956, may continue to be expressed in statute miles per hour: *Provided,* That a table converting statute miles to knots is incorporated therein, and a cautionary note is placed on each page and chart where airspeeds are denoted indicating that the statute miles shown must be converted to knots when determining performance information. A similar note should be placed in the Operations Limitations Section, indicating that airspeeds shown in the Performance Information Section are in statute miles and must be converted to knots when determining performance information.

3. Section 40.172–1 is added to read as follows:

§ 40.172–1 *Warning lights for reversible propellers (CAA policies which apply to § 40.172 (1)).* In the interest of cockpit uniformity, when warning lights are used to indicate to the pilot that a reversible propeller is in reverse pitch, such warning lights should be amber in color.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010, as amended; 49 U. S. C. 551, 554)

This supplement shall become effective July 1, 1956.

[SEAL] JAMES T. PYLE,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 56-4811; Filed, June 19, 1956; 8:45 a. m.]

[Supp. 26]

PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

MISCELLANEOUS AMENDMENTS

The following amendments to Part 41 of this subchapter are adopted (1) to standardize, in the interest of safety, the color of warning lights used to indicate propeller reversal (§ 41.25–1); and (2) to permit an operator to meet the requirements of § 41.45 (d) with respect to the Airplane Flight Manual by the insertion therein of a table for converting statute miles per hour to knots and the placing of cautionary notes on pages or charts on which statute-miles-per-hour airspeeds are shown (§ 41.45–1).

1. Section 41.25–1 is added to read as follows:

§ 41.25–1 *Warning lights for reversible propellers (CAA policies which apply to § 41.25 (s)).* In the interest of cockpit uniformity, when warning lights are used to indicate to the pilot that a reversible propeller is in reverse pitch, such warning lights should be amber in color.

2. Section 41.45–1 is added to read as follows:

§ 41.45–1 *Airspeed limitations and related information contained in the Airplane Flight Manual (CAA policies which apply to § 41.45 (d)).* The airspeeds shown in the Performance Information Section only, of an Airplane Flight Manual approved prior to April 1, 1956, may continue to be expressed in statute miles per hour: *Provided,* That a table converting statute miles to knots is incorporated therein, and a cautionary note is placed on each page and chart where airspeeds are denoted indicating that the statute miles shown must be converted to knots when determining performance information. A similar note should be placed in the Operations Limitations Section, indicating that airspeeds shown in the Performance Information Section are in statute miles and must be converted to knots when determining performance information.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010, as amended; 49 U. S. C. 551, 554)

This supplement shall become effective July 1, 1956.

[SEAL] JAMES T. PYLE,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 56–4812; Filed, June 19, 1956; 8:45 a. m.]

[Supp. 39]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

MISCELLANEOUS AMENDMENTS

The following amendments to Part 42 of this subchapter are adopted (1) to standardize, in the interest of safety, the color of warning lights used to indicate propeller reversal (§ 42.21–4); (2) to permit an operator to meet the requirements of § 42.22a with respect to the Airplane Flight Manual by the insertion therein of a table for converting statute miles per hour to knots and the placing of cautionary notes on pages or charts on which statute-miles-per-hour airspeeds are shown (§ 42.22a–1); (3) to allow operators conducting scheduled type operations more flexibility in the scheduling of flight crews (§ 42.48–2); and (4) to eliminate § 42.58–1 (b) which is contrary to present procedures for authorizing off-airways instrument operations within the United States.

1. Section 42.21–4 is added to read as follows:

§ 42.21–4 *Warning lights for reversible propellers (CAA policies which apply to § 42.21 (a) (15)).* In the interest of cockpit uniformity, when warning lights are used to indicate to the pilot that a reversible propeller is in reverse pitch, such warning lights should be amber in color.

2. Section 42.22a–1 is added to read as follows:

§ 42.22a–1 *Airspeed limitations and related information contained in the Airplane Flight Manual (CAA policies which apply to § 42.22a (d)).* The airspeeds shown in the Performance Information Section only, of an Airplane Flight Manual approved prior to April 1, 1956, may continue to be expressed in statute miles per hour: *Provided,* That a taxable converting statute miles to knots is incorporated therein, and a cautionary note is placed on each page and chart where airspeeds are denoted indicating that the statute miles shown must be converted to knots when determining performance information. A similar note should be placed in the Operations Limitations Section, indicating that airspeeds shown in the Performance Information Section are in statute miles and must be converted to knots when determining performance information.

3. Section 42.48–2 is added to read as follows:

§ 42.48–2 *Scheduled type operations (CAA policies which apply to § 42.48).* An operator conducting a scheduled type operation (e. g., scheduled cargo-only service, regular flights between points pursuant to a military contract, etc.) may establish flight operations schedules for a particular route or route segment in order to determine compliance with the scheduling provisions of the flight time limitations.

4. Section 42.58–1 (b) is deleted.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 604, 52 Stat. 1007, 1010, as amended; 49 U. S. C. 551, 554)

This supplement shall become effective July 1, 1956.

[SEAL] JAMES T. PYLE,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 56–4813; Filed, June 19, 1956; 8:46 a. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

HOUSING AND HOME FINANCE AGENCY

Effective upon publication in the FEDERAL REGISTER, paragraph (b) (12) of § 6.342 is added as set out below.

§ 6.342 *Housing and Home Finance Agency.* * * *

(b) *Federal Housing Administration.* * * *

(12) One Administrative Assistant to the Assistant to the Commissioner.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 56–4825; Filed, June 19, 1956; 8:49 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter III—Farmers Home Administration, Department of Agriculture

Subchapter B—Farm Ownership Loans

[FHA Instruction 443.2]

PART 332—PROCESSING INITIAL LOANS

APPROVAL OF LOANS

Section 332.2, Title 6, Code of Federal Regulations (20 F. R. 3667) is revised to provide for certain changes in designating loan approval officials and to read as follows:

§ 332.2 *Loan approval authority.* The State Director is authorized to approve or disapprove Farm Ownership loans in accordance with Farmers Home Administration procedures. He may redelegate this authority in writing to one or more of the following State Office employees: Chief, Farm Loan Operations; Chief, Program Operations; Program Loan Officer; Farm Loan Officer.

(Sec. 41 (i), 60 Stat. 1066; 7 U. S. C. 1015 (i))

Dated: June 14, 1956.

[SEAL] H. C. SMITH,
Acting Administrator, Farmers Home Administration.

[F. R. Doc. 56–4851; Filed, June 19, 1956; 8:54 a. m.]

Subchapter D—Soil and Water Conservation Loans

[FHA Instruction 442.2]

PART 352—PROCESSING LOANS TO INDIVIDUALS

FORMS REQUIREMENTS

Section 352.1 (c) (1), Title 6, Code of Federal Regulations (20 F. R. 1967) is revised to change the requirement with respect to the plans for farm development and to read as follows:

§ 352.1 *Loan forms and routines.* * * *

(c) *Special items in preparation of docket*—(1) *Planning farm development.* Farm development work will be planned in accordance with §§ 324.21 to 324.24 of this chapter. Form FHA–643, "Farm Development Plan" will be used with each Soil and Water Conservation loan. Any required plans, specifications, and cost estimates will be attached to Form FHA–643.

(Sec. 6 (3), 50 Stat. 870; 16 U. S. C. 590w (3))

Dated: June 14, 1956.

[SEAL] H. C. SMITH,
Acting Administrator,
Farmers Home Administration.

[F. R. Doc. 56–4850; Filed, June 19, 1956; 8:54 a. m.]

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

Subchapter B—Loans, Purchases, and Other Operations

[1956 C. C. C. Flaxseed Bulletin 1, Amdt 1]

PART 421—GRAINS AND RELATED COMMODITIES

SUBPART—1956 TEXAS FLAXSEED PURCHASE PROGRAM

BASIC PURCHASE PRICES

The regulations issued by the Commodity Credit Corporation and the Commodity Stabilization Service published in 21 F. R. 2137, and containing the specific requirements for the 1956-Crop Texas Flaxseed Purchase Program are amended as follows:

1. Section 421.2129 (a) is amended to set forth the Texas counties authorized under the program and the basic purchase rates so that the amended paragraph reads as follows:

§ 421.2129 *Basic purchase prices.* (a) The basic purchase price per bushel of flaxseed, grading No. 1, delivered under this program for the account of CCC will be at the rate established for the county where the flaxseed is delivered. Texas counties authorized under this program and basic purchase rates are as follows:

TEXAS

County	No. 1 flaxseed	County	No. 1 flaxseed
Aransas	$2.94	Forio	$2.82
Atascosa	2.87	Galveston	2.94
Bastrop	2.84	Goliad	2.90
Bee	2.93	Gonzales	2.85
Bell	2.82	Guadalupe	2.84
Bexar	2.85	Hamilton	2.76
Blanco	2.82	Hays	2.84
Bowie	2.74	Hidalgo	2.81
Brooks	2.86	Jackson	2.84
Brown	2.78	Jim Hogg	2.85
Burnet	2.78	Jim Wells	2.93
Caldwell	2.84	Karnes	2.89
Calhoun	2.84	Kimble	2.77
Cameron	2.81	Kleberg	2.92
Coleman	2.76	La Salle	2.79
Collin	2.78	Lavaca	2.84
Colorado	2.90	Lee	2.87
Comal	2.84	Live Oak	2.91
Concho	2.76	McCulloch	2.78
De Witt	2.85	McMullen	2.89
Dimmit	2.77	Mason	2.78
Duval	2.89	Matagorda	2.87

TEXAS—Continued

County	No. 1 flaxseed	County	No. 1 flaxseed
Haverick	$2.73	Travis	$2.84
Medina	2.83	Uvalde	2.78
Milam	2.84	Victoria	2.84
Nueces	2.95	Webb	2.81
Real	2.78	Wharton	2.92
Red River	2.74	Willacy	2.83
Refugio	2.89	Williamson	2.84
Runnels	2.74	Wilson	2.87
San Patricio	3.96	Zapata	2.77
San Saba	2.78	Zavala	2.75
Taylor	2.73		

2. Section 421.2129 (b) (1) is amended to set forth the basic purchase price for flaxseed delivered to authorized dealers at the Corpus Christi and Houston terminal markets so that the amended subparagraph reads as follows:

§ 421.2129 *Basic purchase prices.* * * *

(b) (1) The basic purchase price shall be $3.14 per bushel for No. 1 flaxseed delivered to authorized dealers at the Corpus Christi and Houston terminal markets in carload lots which have been shipped by rail on a domestic interstate freight rate basis from a country shipping point to the said terminal markets as evidenced by paid freight bills duly registered for transit privileges and other documents as required in this subpart: *Provided,* That, in the event the amount of paid-in freight is insufficient to guarantee the minimum proportional freight rate from the aforesaid terminal markets, there shall be deducted from the applicable terminal purchase price the difference between the amount of freight actually paid in and the amount required to be paid in to guarantee outbound movement at the minimum proportional freight rate. The terminal warehouse receipt must be accompanied by a registered freight bill, or by a supplemental certificate signed by the warehousemen, containing data like that on such freight bills, in the form prescribed by the CSS Commodity Office, Dallas, Texas.

(Sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. 714b. Interpret or apply sec. 5, 62 Stat. 1072 secs. 301, 401, 63 Stat. 1053, 1054, as amended; 15 U. S. C. 714c, 7 U. S. C. 1447, 1421)

Issued this 14th day of June 1956.

[SEAL] WALTER C. BERGER,
Acting Executive Vice President,
Commodity Credit Corporation.

[F. R. Doc. 56–4829; Filed, June 19, 1956; 8:49 a. m.]

Subchapter C—International Wheat Agreement

PART 481—COMMODITY CREDIT CORPORATION WHEAT AND WHEAT-FLOUR EXPORT PAYMENT PROGRAM (IWA)

SUBPART—TERMS AND CONDITIONS OF 1955–56 PROGRAM

PROGRAM PERIOD

The Terms and Conditions of 1955–56 Commodity Credit Corporation Wheat and Wheat-Flour Export Payment Program (IWA) (20 F. R. 4564) are amended as follows:

Section 481.631 is amended by changing the final date for sales from June 30, 1956, to July 31, 1956, and by eliminating the reference, no longer applicable, to 1954–55 Wheat Agreement year quotas, so that the amended section reads as follows:

§ 481.631 *Program period.* Sales entered into after the effective date of this offer and not later than July 31, 1956, for recording against the 1955–56 Wheat Agreement year quotas, are eligible for payment under this offer. Sales must be entered into during periods in which an announced rate is in effect, and in reliance thereon, in order to be eligible for payment.

(Sec. 2, 63 Stat. 945, sec. 104, 64 Stat. 198, 67 Stat. 358; 7 U. S. C. 1641, 1642)

Dated this 14th day of June 1956.

[SEAL] WALTER C. BERGER,
Acting Executive Vice President,
Commodity Credit Corporation.

[F. R. Doc. 56–4828; Filed, June 19, 1956; 8:49 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

PART 966—MILK IN SHREVEPORT, LA., MARKETING AREA

ORDER AMENDING ORDER, AS AMENDED, REGULATING HANDLING

§ 966.0 *Findings and determinations.* The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order, regulating the handling of milk in the Shreveport, Louisiana marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order, as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The parity prices of milk produced for sale in the said marketing area as determined pursuant to section 2 of the act are not reasonable in view of the price of feeds, available supplies of feeds and other economic conditions which affect market supplies of and demand for such milk, and the minimum prices specified in the order, as hereby amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity

of pure and wholesome milk and be in the public interest;

(3) The said order, as hereby amended, regulates the handling of milk in the same manner as and is applicable only to persons in the respective classes of industrial and commercial activity specified in a marketing agreement upon which a hearing has been held; and

(4) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler as his pro rata share of such expense, 5 cents per hundredweight, or such amount not exceeding 5 cents per hundredweight, as the Secretary may prescribe, with respect to all receipts within the month of (i) producer milk, including such handler's own production, (ii) other source milk at a fluid milk plant which is allocated to Class I milk, and (iii) Class I milk distributed during the month on routes (including routes operated by vendors) to retail or wholesale outlets located in the marketing area from a nonfluid milk plant.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order, as amended, effective not later than July 1, 1956. The provisions of the said order are known to handlers. The decision of the Assistant Secretary containing all amendment provisions of this order was issued June 5, 1956. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order, as amended, effective July 1, 1956 and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the FEDERAL REGISTER. (See section 4 (c) Administrative Procedure Act, 5 U. S. C. 1001 et seq.).

(c) *Determinations.* It is hereby determined that handlers (excluding cooperative associations of producers who are not engaged in processing, distributing or shipping milk covered by this order amending the order, as amended, which is marketed within the Shreveport, Louisiana marketing area) of more than 50 percent of the milk which is marketed within the said marketing area, refused or failed to sign the proposed marketing agreement regulating the handling of milk in the said marketing area, and it is hereby further determined that:

(1) The refusal or failure of such handlers to sign said proposed marketing agreement tends to prevent the effectuation of the declared policy of the act;

(2) The issuance of the order amending the order, as amended, is the only practical means, pursuant to the declared policy of the act, of advancing the interests of producers of milk which is produced for sale in the said marketing area; and

(3) The issuance of this order amending the order, as amended, is approved or favored by at least two-thirds of the producers who, during the determined representative period (March 1956), were engaged in the production of milk for sale in the said marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof, the handling of milk in the Shreveport, Louisiana, marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended, as follows:

1. In § 966.8, delete paragraph "(a)" and substitute therefor:

(a) In any of the months of April through June; and

2. At the end of § 966.12 change the period to a colon and add the following proviso: "*And provided further*, That this definition shall not include any such person with respect to milk produced by him which is subject to the pricing and payment provisions of another marketing order issued pursuant to the act."

3. In § 966.27 (j) (2), delete "12th" and substitute therefor "10th".

4. At the end of § 966.41 (b) (2), substitute a comma for the semicolon and add the following: "or skim milk dumped during April, May and June which is not in excess of an amount equal to a daily average quantity of 1,500 pounds or five percent of receipts of skim milk in producer milk whichever is greater: *Provided*, That in the case of skim milk dumped, the market administrator is given at least 24 hours' notice of the handler's intention to make such disposition and the amount involved;".

5. In § 966.41 (b) (4), delete the phrase "(five percent with respect to skim milk during the months of April, May and June)".

6. At the end of § 966.51 (a), change the period to a comma and add the following: "except that plus $2.40 shall apply to the months of July 1956 through February 1957."

7. In § 966.90 (d), delete "13th" and "26th" and substitute, respectively therefor "11th" and "25th".

8. In § 966.94, delete the phrase "four cents per hundredweight, or such amount not exceeding four cents per hundredweight" and insert in lieu thereof the following: "five cents per hundredweight, or such amount not exceeding five cents per hundredweight".

(Sec. 5, 49 Stat. 753, as amended, 7 U. S. C. and Sup. 608c)

Issued at Washington, D. C., this 15th day of June 1956, to be effective on and after July 1, 1956.

[SEAL] EARL L. BUTZ,
Assistant Secretary.

[F. R. Doc. 56-4849; Filed, June 19, 1956; 8:54 a. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 6165]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

INTERNATIONAL ASSOCIATION OF PHOTOGRAPHERS ET AL.

Subpart—*Advertising falsely or misleadingly:* § 13.15 *Business status, advantages, or connections:* Individual or private business as association or guild; § 13.75 *Free goods or services;* § 13.105 *Individual's special selection or situation;* § 13.130 *Manufacture or preparation;* § 13.155 *Prices:* Usual as reduced, special, etc.; § 13.260 *Terms and conditions.* Subpart—*Misrepresenting oneself and goods*—Goods: § 13.1625 *Free goods or services;* § 13.1663 *Individual's special selection or situation;* § 13.1680 *Manufacture or preparation;* § 13,1760 *Terms and conditions;* (*Misrepersenting oneself and goods*)—Prices: § 13.1825 *Usual as reduced or to be increased.* Subpart—*Offering unfair, improper and deceptive inducements to purchase or deal:* § 13.1955 *Free goods;* § 13.1985 *Individual's special selection or situation;* § 13.2080 *Terms and conditions.* Subpart—*Securing signatures wrongfully:* § 13.2175 *Securing signatures wrongfully.* Subpart—*Using misleading name*—Vendor: § 13.2395 *Individual or private business as association or guild.*

(Sec. 6, 38 Stat. 721; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, International Association of Photographers et al., Hollywood, Calif., Docket 6165, June 1, 1956]

In the Matter of International Association of Photographers, a Corporation, and Ray M. Mitchell, Frank Grzesiek, Raymond C. Ries, John Mason and Betty C. Mitchell, Individually

This proceeding was heard by a hearing examiner on the complaint of the Commission, charging a corporation and its officers, engaged in the sale and distribution from their place of business in Hollywood, Calif., of photograph albums, together with certificates for photographs to be taken at independent affiliated studios, securing names of prospects largely from birth announcements in newspapers, with falsely representing in advertising, on the certificates sold to customers, and by their salesmen, that the person solicited had been specially selected, was to receive an album free, and that the charge made was for the photograph; that the prices were promotional and reduced, and that the photographs were of natural goldtone finish; with obtaining signatures on order blanks on the pretense that they were receipts for free albums; and with implying, by their corporate name, that they were an association of photographers.

Following answer and hearings in due course, the hearing examiner made his initial decision, including findings and order to cease and desist, from which respondents appealed. The Commission, after hearing the matter on briefs and oral argument, in an opinion by Chairman Gwynne dated June 1, 1956, rendered its decision modifying the findings in the initial decision, denying the appeal in all other respects, and adopting as its own the initial decision as so modified.

The order to cease and desist is as follows:

It is ordered, That respondents International Association of Photographers, a corporation, and its officers, and Ray M. Mitchell, Frank Grzesiek, Raymond C. Ries, John Mason and Betty C. Mitchell,

individually, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the offering for sale, sale or distribution of photograph albums or certificates for photographs, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Representing, directly or by implication—

a. That they sell only to selected persons;

b. That their albums are given free or without cost;

c. That the prices at which they regularly or customarily sell their products are reduced or promotional prices;

d. That the photographs provided by respondents' certificates are of natural gold tone finish;

2. Misrepresenting the number and availability of photographers who will honor certificates issued by respondents;

3. Obtaining signatures on order blanks upon the pretense that they are receipts for free albums, or attempting to collect from the persons who may have signed such blanks;

4. Using the corporate name "International Association of Photographers," or any other name of similar import to designate, describe or refer to respondents' business, or otherwise representing that their business is an association, international or otherwise, of photographers.

By "Final Order", report of compliance was required as follows:

It is ordered, That to the extent noted in the accompanying opinion the respondents' appeal be, and it hereby is, granted. In all other respects, said appeal is hereby denied.

It is further ordered, That the respondents, International Association of Photographers, a corporation, and Ray M. Mitchell, Frank Grzesiek, Raymond C. Ries, John Mason, and Betty C. Mitchell, individuals, shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which they have complied with the order contained in the aforesaid initial decision.

Issued: June 1, 1956.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F. R. Doc. 56-4819; Filed, June 19, 1956; 8:47 a. m.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 208—FLOOD CONTROL REGULATIONS

FOLSOM DAM AND RESERVOIR; AMERICAN RIVER, CALIFORNIA

Pursuant to the provisions of section 7 of the act of Congress approved December 22, 1944 (58 Stat. 890, 33 U. S. C. 709), and of the act of Congress approved October 14, 1949 (63 Stat. 852), § 208.87 is hereby prescribed to govern the use and operation of Folsom Dam and Reservoir, on American River, California, for flood control purposes:

§ 208.87 *Folsom Dam and Reservoir.* The Bureau of Reclamation shall operate Folsom Dam and Reservoir in the interest of Flood control as follows:

(a) Except when greater releases are required as prescribed in paragraph (c) of this section, releases from Folsom Reservoir shall be restricted to rates specified on the Flood Control Storage Reservation Diagram currently in force. The Flood Control Storage Reservation Diagram in force as of the promulgation of this section is that dated May 24, 1956. File No. AM-1-26-584, and is on file in the Office of the Chief of Engineers, Department of the Army, Washington 25, D. C., and in the office of the Commissioner of Reclamation, Washington, D. C. Revisions of the Flood Control Storage Reservation Diagram may be developed from time to time as necessary by the Corps of Engineers and the Bureau of Reclamation. Each such revision shall be effective upon the date specified in the approval thereof by the Chief of Engineers and the Commissioner of Reclamation and from that date until replaced shall be the Flood Control Storage Reservation Diagram currently in force for purposes of this section. Copies of the Flood Control Storage Reservation Diagram currently in force shall be kept on file in and may be obtained from the office of the District Engineer, Corps of Engineers, and the Regional Director, Bureau of Reclamation, in charge of the locality.

(b) Storage space in Folsom Reservoir shall be kept available for control purposes in accordance with the Flood Control Storage Reservation Diagram currently in force, except when storage of flood-water is necessary as prescribed in paragraph (a) of this section. Any water temporarily stored in the flood control space indicated by the Flood Control Storage Reservation Diagram currently in force shall be released as rapidly as can be safely accomplished without causing downstream flows to exceed the criteria.

(c) In the event that the reservoir level approaches or exceeds elevation 466 at the dam (gross pool elevation) subsequent operation of the dam shall be, insofar as possible, in accordance with the Emergency Release Diagram currently in force, or the Flood Control Storage Reservation Diagram currently in force, whichever requires the greater release. The Emergency Release Diagram in force as of the promulgation of this section is that dated May 24, 1956, File No. AM-1-26-585, and is on file in the Office of the Chief of Engineers, Department of the Army, Washington, D. C., and in the office of the Commission of Reclamation, Washington, D. C. Revisions of the Emergency Release Diagram may be developed from time to time as necessary by the Corps of Engineers and the Bureau of Reclamation. Each such revision shall be effective upon the date specified in the approval thereof by the Chief of Engineers and the Commissioner of Reclamation and from that date until replaced shall be the Emergency Release Diagram currently in force for purposes of this section. Copies of the Emergency Release Diagram currently in force shall be kept on file in and may be obtained from the offices of the District Engineer, Corps of Engineers, and the Regional Director, Bureau of Reclamation, in charge of the locality.

(d) Except as necessary in order to comply with provisions of the emergency release diagram under paragraph (c) of this section, the regulations of this section shall not be construed to require dangerously rapid changes in magnitudes of release. The regulations of this section shall not be construed to require that releases be made in a manner that would be inconsistent with requirements for protecting the dam and reservoir from major damage.

(e) The Bureau of Reclamation shall procure such current basic hydrologic data and make such current determinations of required flood control storage reservation and release as are required to accomplish the flood control objectives prescribed in this section.

(f) The Bureau of Reclamation shall keep the District Engineer, Corps of Engineers, Department of the Army, in charge of the locality, currently advised of reservoir release, reservoir storage, and such other operating data as the District Engineer may request, and also of those basic operating criteria which affect the schedule of operation. Also the Bureau of Reclamation shall keep the State Engineer, acting for the Department of Public Works of the State of California, currently advised of reservoir releases.

(g) The Flood Control regulations of this section are subject to temporary modification by the District Engineer, Corps of Engineers, if found necessary in time of emergency. Requests for and action on such modifications may be made by any available means of communication and the action taken by the District Engineer shall be confirmed in writing under date of same day to the Office of the Regional Director of the Bureau of Reclamation in charge of the operations.

(h) Nothing in this section shall be construed as modifying the Schedule of Operation for Sacramento Weir, adopted by the California Debris Commission, November 25, 1940.

[Regs., 24 May 1956, ENGWE] (Sec. 7, 58 Stat. 890, 63 Stat. 852; 33 U. S. C. 709)

[SEAL] JOHN A. KLEIN,
Major General, U. S. Army,
The Adjutant General.

[F. R. Doc. 56-4810; Filed, June 19, 1956; 8:45 a. m.]

TITLE 36—PARKS, FORESTS, AND MEMORIALS

Chapter I—National Park Service, Department of the Interior

PART 20—SPECIAL REGULATIONS

MOUNT MCKINLEY NATIONAL PARK, ALASKA

Section 20.44, entitled *Mount McKinley National Park* is amended by adding a new paragraph designated (d), reading as follows:

(d) *Special wildlife protection area.* The area within one mile of the Park road (Denali Highway) between milepost 37 and milepost 42 (Sable Pass area) is closed to photographers, hikers, and other Park visitors except as may be specifically authorized by the Superintendent. Observations and photography of wildlife and other features are permitted from the road shoulders and designated turnouts.

(Sec. 3, 39 Stat. 535, as amended; 16 U. S. C. 3)

Issued this 1st day of June 1956.

[SEAL] GRANT H. PEARSON,
Superintendent,
Mount McKinley National Park.

[F. R. Doc. 56-4814; Filed, June 19, 1956; 8:46 a. m.]

TITLE 42—PUBLIC HEALTH

Chapter I—Public Health Service, Department of Health, Education, and Welfare

PART 71—FOREIGN QUARANTINE

CATS AND DOGS FROM CANADA

Notice of proposed rule making, public rule making procedures and postponement of effective date have been found to be contrary to the public interest in the issuance of this amendment of § 71.154 of this part since a substantial number of rabies cases have been reported in Canada, and, in order to assure against the importation and transmission of such disease, it is necessary to require that cats and dogs brought to the United States from Canada be subject immediately to the requirements of § 71.154 (a) and (b) of these regulations.

1. Paragraphs (a) and (b) of § 71.154 are hereby amended by deleting the word "Canada" wherever it appears so that those paragraphs will read as follows:

(a) *Cats: Physical inspection.* No cat shall be brought into a port under the control of the United States from any foreign country other than Bermuda, Denmark, Eire, Norway, Sweden, or the United Kingdom of Great Britain and Northern Ireland unless:

(1) The owner submits a sworn statement that the animal was physically inspected within ten days prior to departure for the United States and was found apparently free of demonstrable diseases involving emaciation, lesions of the skin, nervous system disturbances, jaundice, or diarrhea, or

(2) The animal is examined by a quarantine officer following arrival at a port under control of the United States and found apparently free of demonstrable diseases involving emaciation, lesions of the skin, nervous system disturbances, jaundice, or diarrhea.

(b) *Dogs: Physical inspection; rabies immunization; importation for scientific purposes.* (1) No dog shall be brought into a port under the control of the United States from any foreign country other than Bermuda, Denmark, Eire, Norway, Sweden, or the United Kingdom of Great Britain and Northern Ireland unless:

(i) The owner submits a sworn statement that the animal was physically inspected within ten days prior to departure for the United States and was found apparently free of demonstrable diseases involving emaciation, lesions of the skin, nervous system disturbances, jaundice, or diarrhea, or

(ii) The animal is examined by a quarantine officer following arrival at a port under control of the United States and found apparently free of demonstrable diseases involving emaciation, lesions of the skin, nervous system disturbances, jaundice, or diarrhea.

(2) No dog shall be brought into a port under the control of the United States from any foreign port other than Australia, Bermuda, Denmark, Eire, New Zealand, Norway, Sweden, or the United Kingdom of Great Britain and Northern Ireland unless:

(i) The owner submits a sworn statement that the animal has been immunized with an approved rabies vaccine not more than six months prior to the date of entry, or

(ii) The animal is immunized with an approved rabies vaccine following arrival at a port under control of the United States and prior to release from quarantine, or

(iii) The owner submits a sworn statement to the effect that the animal is destined for a research institution, that it is intended by such institution to be used for scientific purposes, and that immunization will seriously interfere with its use for such purposes.

(Sec. 215, 58 Stat. 690, as amended, 42 U. S. C. 216. Interprets or applies secs. 361-369, 58 Stat. 703-706; 42 U. S. C. 264-272)

Effective date. This amendment shall become effective on the date of publication in the FEDERAL REGISTER.

Dated: May 31, 1956.

[SEAL] DAVID E. PRICE,
Acting Surgeon General.

Approved: June 14, 1956.

M. B. FOLSOM,
Secretary.

[F. R. Doc. 56-4835; Filed, June 19, 1956; 8:50 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Amdt. 3-15; FCC 56-552]

PART 3—RADIO BROADCAST SERVICES

SUBSIDIARY COMMUNICATIONS AUTHORIZATIONS OF FM BROADCAST STATIONS

In the matter of amendment of § 3.293 of the Commission's rules and regulations relating to Subsidiary Communications Authorizations of FM Broadcast Stations; Rules Amdt. 3-15.

1. The Commission has before it for consideration the petitions of 22 FM broadcast stations requesting amendment of § 3.293 of its rules and regulations to extend for a one-year period the time during which FM broadcast stations may conduct functional music operations on a simplex basis.

2. The Commission amended its rules effective July 1, 1955, to specify conditions under which FM broadcast stations would be permitted to provide functional music service such as background music, storecasting, transitcasting, etc. (Report and Order (FCC 55-340) in Docket No. 10832, issued March 22, 1955). In taking this action the Commission concluded that although functional music operations were "predominantly nonbroadcast in nature", they would be allowed as "an adjunct to the FM broadcast operation in order that the latter might draw financial sustenance from them". It was emphasized that functional music was a subsidiary service, allowed for the primary purpose of aiding the main undertaking—the broadcast service to the public. FM broadcasters desiring to furnish a functional music service must obtain a Subsidiary Communications Authorization (SCA).

3. In authorizing functional music operations by FM broadcasters, the Commission contemplated that as soon as feasible all such operations should be conducted on a multiplex basis under which the functional music programs would be transmitted on a sub-channel simultaneously with the regular broadcast programs on the main channel. However, in light of the unavailability of multiplex equipment at that time, it was provided that functional music could be conducted on a simplex basis for the first year following the effective date of the new rules—or until July 1, 1956. After July 1 all functional music operations must be multiplexed.

4. The following FM broadcast stations holding SCA's for simplex operation have filed petitions with the Commission requesting that the date when all functional music operations must be multiplexed be postponed for at least one year:

Robert P. Adams (KUTE-FM), Glendale, Calif.; Progress Broadcasting Corp. (WHOM-FM), New York, N. Y.; North Shore Broadcasting Co. (WEAW-FM), Evanston, Ill.; Silver City Crystal Co. (WMMW-FM), Meriden, Conn.; Functional Music, Inc. (WFMF), Chicago, Ill.; Michigan Music Co. (WMUZ), Detroit, Mich.; The Capital Broadcasting Co. (WNAV-FM), Annapolis, Md.; Radio KITE, Inc. (KITE-FM), San Antonio, Tex.; Music Unlimited (KSON-FM), San Diego, Calif.; Santa Clara Broadcasting (KSJO-FM), San Jose, Calif.; King Broadcasting Co. (KING-FM), Seattle, Washington; Sundial Broadcasting Corp. (KDFC), San Francisco, Calif.; WHBL, Inc. (WHBL-FM), Sheboygan, Wis.; Wm. Penn Broadcasting Co., Inc. (WPEN-FM), Philadelphia, Pa.; WWDC, Inc. (WWDC-FM), Washington, D. C.; Musicast, Inc., Los Angeles, Calif.; WBFM, Inc. (WBFM-FM), New York, N. Y.; Lincoln Broadcasting Co. (WLDM-FM), Detroit, Mich.; Mount Mitchell Broadcasters, Inc. (WMIT), Clingmans Peak, N. C.; Agnes J. Reeves Greer (WKJF-FM), Pittsburgh, Pa.; KLEF Broadcasters (KQXR), Bakersfield, Calif.; Seaboard Radio Braodcasting Corp. (WIBG-FM), Philadelphia, Pa.

5. The FM broadcast stations submit that satisfactory multiplex equipment has not become generally available and that, consequently, unless they are permitted to continue to provide functional music service on a simplex basis after July 1st, they will be required to termi-

mate their service. Detailed affidavits by engineers and equipment manufacturers have been furnished indicating the present status in the development of multiplex equipment. The FM broadcasters represent that they will convert to multiplexing as soon as satisfactory equipment can be obtained and state that they expect that sufficient progress will have been made in the development and production of equipment to enable them to convert within 12 to 18 months.

6. In permiting functional music operations to be conducted on a simplex basis for a one-year period, we believed that this would permit the immediate undertaking of functional music operations; allow those licensees who had invested in special equipment to realize some return; and insure an adequate period for development and manufacture of multiplex equipment at reasonable prices. The petitioners have indicated their desire and intention to convert to multiplexing as soon as such equipment does become generally available. It appears, however, that multiplex equipment is not yet generally available. We believe, therefore, that the public interest would be served by extending for a one-year period the time during which functional music operations may be conducted on a simplex basis.

7. In light of the foregoing, we are amending § 3.293 of the rules to postpone the date for conversion to multiplexing to July 1, 1957. At the same time, we are extending all outstanding Subsidiary Communications Authorizations for simplexing to that date, but in no event beyond the expiration date of the outstanding license of the FM broadcast station holding the SCA.

8. Authority for the adoption of the amendment herein is contained in sections 4 (i), 301, 303 (b), (g) and (r) of the Communications Act of 1934, as amended. Since the amendment represents a relaxation of a rule, no prior notice of rule making is necessary.

9. *It is ordered*, That, effective June 29, 1956, § 3.293 of the Commission's rules and regulations is amended by changing the last parenthetical expression thereof to read as follows: "Subsidiary Communications Authorizations on a simplex basis will be issued to expire July 1, 1957."

10. *It is further ordered*, That, effective July 1, 1956, all Subsidiary Communications Authorizations for simplex functional music operations are extended to July 1, 1957, or to the expiration date of the outstanding license of the FM broadcast stations holding the SCA, whichever is sooner.

(Sec. 4, 48 Stat. 1066 as amended; 47 U. S. C. 154. Interprets or applies sec. 301, 48 Stat. 1081, 47 U. S. C. 301; sec. 303, 48 Stat. 1082, 47 U. S. C. 303)

Adopted: June 13, 1956.

Released: June 15, 1956.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-4836; Filed, June 19, 1956; 8:51 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

[Service Order 914]

PART 95—CAR SERVICE

FREE TIME ON UNLOADING EXPORT FREIGHT FROM CARS AT GREAT LAKES PORTS

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D. C., on the 14th day of June A. D. 1956.

It appearing that there is a critical shortage of freight cars, that such cars are being delayed unduly in unloading at ports, and that free time published in tariffs for unloading such cars, aggravates the shortage; impeding the use, control, supply, movement, distribution, exchange, interchange, and return of such cars; in the opinion of the Commission, an emergency exists at all ports of the country requiring immediate action to promote car service in the interest of the public and the commerce of the people. Accordingly, the Commission finds that notice and public procedure are impracticable and contrary to the public interest, and that good cause exists for making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 95.914 *Free time on unloading export freight from cars at Great Lakes ports.* (a) No common carrier or carriers by railroad subject to the Interstate Commerce Act shall allow, grant, or permit more than two (2) days' free time on any car loaded with freight for export (except coal, coke, bulk grain, flaxseed, and soybean shipments) held for unloading at any Great Lakes port for transfer from car to vessel or storage or when held short of such transfer point. The provisions of this paragraph shall not be construed to require or permit the increase of any free time published in tariffs lawfully on file with this Commission, and in effect on the effective date of this section.

(b) Computation of free time: (1) All Saturdays, Sundays, and the holidays listed in Item 25 of Agent Hinsch's Demurrage Tariff 4-C, I. C. C. No. 4677 and subsequent issues thereof shall be excluded in computing the free time provided in paragraph (a) of this section.

(2) The free time provided in paragraph (a) of this section shall be computed from the first 7:00 a. m., after notice of arrival of constructive placement is sent or given to the party entitled to receive same until final release of the car, less time required to move a constructively placed car from hold point to point of unloading.

(c) Application: The provisions of this section shall apply to intrastate, interstate, and foreign commerce, including commerce with insular possessions and the territories of Alaska and Hawaii.

(d) Effective date: This section shall become effective at 5:00 p. m., June 14, 1956.

(e) Expiration date: This section shall expire at 11:59 p. m., December 31, 1956, unless otherwise modified, changed, suspended, or annulled by order of this Commission.

(f) This section shall not change Demurrage Rule 8 of Tariff I. C. C. No. 4677 as amended or as reissued, or similar rules in other tariffs adjusting, cancelling, or refunding demurrage charges arising from the unusual conditions or circumstances described in said Rule 8 or similar rules in other tariffs.

It is further ordered, That a copy of this order and direction be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D. C., and by filing it with the Director, Division of the Federal Register.

(Sec. 12, 24 Stat. 383, as amended; 49 U. S. C. 12. Interprets or applies sec. 1, 24 Stat. 379, as amended; 49 U. S. C. 1).

By the Commission, Division 3.

[SEAL] HAROLD D. McCOY,
Secretary.

[F. R. Doc. 56-4846; Filed, June 19, 1956; 8:53 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 927]

[Docket No. AO-71-A-31]

HANDLING OF MILK IN NEW YORK METROPOLITAN MARKETING AREA

DECISION WITH RESPECT TO PROPOSED AMENDMENT OF TENTATIVE AGREEMENT AND ORDER, AS AMENDED

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at New York City during the period May 21–June 5, 1956, pursuant to notice thereof issued on May 10, 1956, and published in the FEDERAL REGISTER on May 15, 1956 (21 F. R. 3178).

The material issues of record are concerned with:

1. The pricing of Class I-A milk for the period July–September 1956;
2. The pricing of Class III milk;
3. The fluid skim differential; and
4. The need for prompt action necessitating omission of a recommended de-

cision and opportunity for exceptions with respect to these issues.

Findings and conclusions. The following findings and conclusions are based upon evidence in the record of the hearing:

Issue No. 1. Consideration was given at this hearing to proposals for fixing Class I–A prices only for the months of July, August, and September 1956. Two specific proposals made were (1) for $6.00 per hundredweight seasonally adjusted ($5.70 for July, $6.00 for August, and $6.24 for September), and (2) for $5.50 in each of the three months.

These proposals were made as a means of providing an immediate increase in the returns to producers. Proponents contended that producers are experiencing severe economic difficulty resulting from failure of the uniform price paid to producers to adequately compensate producers for the costs of milk production. It was further indicated that the economic difficulties being experienced are sufficiently intense to have created unrest among producers to a degree threatening the maintenance of orderly marketing of milk in the market.

In considering these proposals for increasing the Class I–A price, it is necessary, of course, to do so with reference to the purposes or objectives properly sought to be accomplished in the fixing of Class I–A prices under the order. The Agricultural Marketing Agreement Act of 1937, as amended, pursuant to which minimum prices are established under the order, authorizes the Secretary of Agriculture to fix such prices as he finds will reflect the price of feeds, the available supply of feeds, and other economic conditions which affect market supply and demand for milk in the marketing area, insure a sufficient quantity of pure and wholesome milk and be in the public interest. Prices established under the order must conform to these standards.

Monthly Class I–A prices for the year 1955 averaged $5.20 per hundredweight. This was 7 cents higher than in 1954, 3 cents lower than in 1953, and 30 cents below the average for 1952. During the first 6 months of 1956 the Class I–A price averaged $5.06, 2 cents higher than during the same period in 1955.

At the request of producer representatives action was taken recently by the Department resulting in the maintenance of Class I–A prices for the month of May and June at the April level of $4.78. In response to similar requests by producers in other markets, action also was taken by the Department resulting in the establishment of higher prices for Class I milk than otherwise would have prevailed during the months of May, June, and July in a substantial number of other markets under Federal regulation. No such action, however, was taken in the Federally regulated markets nearest to New York (New England markets and Philadelphia).

The New York Class I–A price appears to be reasonably in line with Class I prices in other markets, and is not abnormally low relative to manufacturing milk prices. For the year 1955 the New York Class I–A price in relation to Class I prices in Boston was somewhat lower than in other recent years, but in recent months the relationship has shifted so that the Class I–A price in New York currently is higher than usual in relation to Boston. In relation to the Philadelphia Class I price, the New York Class I–A price was higher during 1955 than during the preceding three years. For the year 1955 the New York Class I–A price exceeded the Chicago Class I price by $1.46 per hundredweight compared with the average of $1.15 for the years 1947–1955. The New York Class I–A price averaged $2.24 above the Midwestern condensery price for the year 1955 compared with an average of $1.96 higher during the period 1947–1955. Class I–A prices currently in effect, and in prospect for the next few months, are at substantially the same level as in 1955.

The supply of pool milk in relation to fluid milk sales continues to run relatively high. In terms of annual averages, the precentages of pool milk utilized in Class I (A, B, and C) for the years 1951 through 1955 were 52.3, 51.4, 48.6, 47.3, and 46.9, respectively. During the month of smallest supply, usually in November, milk utilized in fluid form together with milk used for fluid cream in the marketing area (required by health authorities to come from approved sources) accounted for declining proportions of the total volume of pool milk during each of the past four years. The percentages so utilized in the years of 1951 through 1955 were 80.7, 74.1, 72.7, 70.1, and 65.6, respectively.

There is no basis for finding that the proposed increase in the Class I–A price would not be reflected in higher consumer prices for milk. While the record provides no basis for determining the precise impact of an increase of 1 or 2 cents per quart on consumer prices on the sales of Class I–A milk, it is a reasonable conclusion that the effect would be unfavorable in some degree. From the standpoint of return to producers, any reduction in Class I–A sales, accompanied by an equivalent increase in the volume of milk going into the lowest prices used, would tend to offset higher returns resulting from a higher Class I–A price.

It is concluded that the order should be amended to fix a price for Class I–A milk of $5.22 for the month of July 1956, and that the minimum prices established for the months of August and September 1956 should be those prices resulting from operation of existing provisions of the order for the pricing of Class I–A milk.

Issue No. 2. Proposals relating to the pricing of Class III milk on which evidence was presented at the hearing include those (1) to increase the level of the Class III price, (2) to provide more seasonal variation in the price, and (3) for changing the price of milk used for butter and cheese relative to the price of milk for other Class III uses. It was also proposed that a lower price for Class III milk be established for the months of February through June and that there be eliminated from the order the provision under which the butter-cheese adjustment is reduced whenever the market price of cheese in relation to the market prices of butter and nonfat dry milk is higher than the relationship historically prevailing.

On the basis of the evidence presented relating to these proposals, it is concluded that provisions of the order for the pricing of Class III milk should be amended as follows:

(1) By increasing the Class III price 13 cents per hundredweight for the months of July through November, 10 cents for the months of December, January and February, 8 cents for the months of March and April, and 5 cents for the months of May and June.

(2) By reducing the amount of the butter-cheese adjustment from 4 cents to 3 cents per pound of butterfat during the months of July through February, thus increasing by 3.5 cents per hundredweight for those months the price of milk used for butter and cheese; and

(3) Eliminating provisions for reducing the butter-cheese adjustment whenever the market price for cheese is abnormally high in relation to the market price for butter and nonfat dry milk.

The first of these amendments will provide an additional 8 cents seasonal variation in the Class III price, a simple average annual increase of 10 cents in Class III prices, and on the basis of the monthly volumes of Class III milk during 1955 would result in a weighted average annual increase in the level of the price of about 9.1 cents per hundredweight. The second listed amendment will add an additional 3.5 cents per hundredweight to the price of milk used for butter and cheese except during the months of March, April, May, and June, and, on the basis of 1955 volumes, would result in a weighted average increase on an annual basis of 1.5 cents per hundredweight of milk used for butter and cheese, and about 0.4 cents per hundredweight of all Class III milk. During 1955 both amendments would have increased the average annual level of the Class III price by about 9.5 cents per hundredweight. The third listed amendment would have had no effect during 1955 but will eliminate the possibility of any further reduction in the amount of the butter-cheese adjustment.

There are indications that the present Class III pricing provisions result in a price which does not fully reflect the value of Class III milk for manufacturing purposes. During 1955 and the first four months of 1956 the level of the Class III price declined in relation to the support price of milk for manufacturing purposes, and in relation to the United States average prices paid for milk for manufacturing and the prices paid at selected Midwestern condenseries. With no change in the support level, the weighted average price for all Class III milk was 5 cents lower in 1955 than in 1954. During the 12 months ending with April 1956 the weighed average price for all Class III milk was 6 cents lower than in 1954. Compared with the United States average price for milk for manufacturing the average price for all Class III milk was higher by 3 cents in 1954 but lower by 1 cent in 1955, and lower by 4 cents during the 12 months ending with April 1956. The Midwestern

condensery price exceeded the annual average price for all Class III milk by 6 cents in 1953, 11 cents in 1954, 18 cents in 1955, and 20 cents for the 12 months ending with April 1956. The Midwestern condensery price exceeded the Class III price by an average of 15 cents per hundredweight during the 6-year period of 1950–1956. An increase in the Class III price is needed to bring it more nearly in line with the United States average price for milk for manufacturing and with the Midwestern condensery price. An increase of approximately 9 cents per hundredweight during the 12 months ending April 1956 would have restored the relationship which existed during 1954.

The addition of fixed amounts to the monthly Class III prices as calculated under the present formula, rather than reversing the 30–70 weighting of spray and roller nonfat dry milk prices as proposed at the hearing, is chosen as a means of increasing the level of the Class III price at this time. The method chosen is in the interest of simplicity and in recognition of the prospect of again considering Class III pricing provisions at an early date. The proposed reversal of the present 30–70 weighting appears to be more realistic from the standpoint of industry practice, but involves month to month changes in prices concerning which further exploration is desirable.

An increase in the Class III price at this time is supported also by evidence of increased gross margins available to handlers on milk for manufacturing uses and of the existence of adequate outlets for the disposition of Class III milk at higher than average handling charges. During the year 1955 and for the 12 months ending with April 1956, handling charges obtained in the spot market for fluid milk in the marketing area were substantially higher than during the preceding 3 years and about the same as in 1950. Handling charges negotiated earlier this year under annual contracts for fluid milk supplies for the marketing area during 1956 are also reported to be somewhat higher than in 1954 and considerably higher than in 1953. The attractiveness of outlets for milk for various manufacturing uses is recognized as constituting an important factor influencing the rates of handling charges negotiated under contracts between buyers and sellers for supplies of milk for fluid distribution in the marketing area. There is no evidence of reluctance on the part of operators of manufacturing milk facilities generally to accept milk for manufacturing purposes on reasonable terms.

A further consideration of importance under circumstances shown at this hearing to prevail is the effect of the level of the Class III price on returns to producers. For the year 1955 there were 3,708 million pounds of pool milk utilized in Class III, representing 45.6 percent of all pool milk compared with 3,221 million pounds, constituting 39.6 percent of the pool milk, utilized in Class I–A. The volume of Class III milk thus exceeded the volume in Class I–A by about 15 percent. Utilization in all fluid classes, however (Classes I–A, I–B and I–C), brought the total fluid use up to about 47 percent of pool receipts.

For reasons more fully set forth in prior decisions and for the additional reason that the question of pricing Class III milk is sheduled for further consideration at a hearing to begin on June 18, 1956, it is concluded that the price for Class III milk should not be tied directly to prices paid at Midwestern condensaries. It is again determined, however, on the basis of evidence in this record that prices paid for milk for manufacturing uses, including prices paid at Midwestern condensaries, constitute a useful and reliable guide for determining the proper average level of the Class III price over extended periods.

The seasonal variation in the Class III price herein determined to be appropriate is based on evidence to the effect that the most favorable outlets for Class III milk are available during the months of July through November and that during the months of February through June relatively large proportions of the Class III milk go into lower valued uses, and that it is during this period that Class III handlers experience more intensive competition with milk from nonpool sources for the available outlets for Class III milk.

The volume of Class III milk was 329 million pounds greater in 1955 than in 1953. Nearly 70 percent of this additional volume went into various Class III uses other than butter and cheese. However, the volume of milk used for butter and cheese was about 100 million pounds greater in 1955 than in 1953. With an increase in the level of the Class III price a reduction of 1-cent per pound of butterfat in the amount of the butter-cheese adjustment appears desirable in order to provide assurance that the utilization of milk for butter and cheese becomes no more favorable than at the present relative to other uses, and to bring the price established for milk used for butter and cheese more nearly in line, although still substantially below, competitive prices paid for milk for these uses. However, maintenance of the present 4-cent rate during the months of March, April, May, and June will preserve the present relationship during months when the volume of milk utilized for butter and cheese is the greatest. In 1955 approximately 56 percent of the total volume of milk utilized for butter and cheese was in the months of March, April, May, and June. For the year 1955 the Class III price for milk used for butter and cheese was lower than the United States average price paid for milk for butter and nonfat dry milk by about 16 cents and lower than the United States average price paid at cheese factories by about 9 cents. Compared with prices paid at creameries and cheese factories in Wisconsin the butter-cheese price under the order was lower by 18 to 20 cents.

Evidence presented in connection with the proposal to delete that portion of the butter-cheese adjustment provision under which the amount of the adjustment is reduced depending upon the current ratio of the price of cheese to the price of butter and nonfat dry milk indicates that the provision may not now be serving a desirable purpose. It was shown that recent changes in the respective purchase prices under the support program have resulted in price relationships not properly reflected in the provision. The record, however, does not provide adequate basis for revision of the 2.5 ratio as may be necessary. For these reasons, and in view of the decision herein to reduce the butter-cheese adjustment, the provision should be deleted.

Issue No. 3. It is concluded that the fluid skim differential should be so modified (1) that it is not applied to skim milk which is utilized in cultured milk drinks containing less than 3.0 percent or more than 5.0 percent of butterfat; and (2) that condensed skim milk is included in the list of forms in which skim milk may enter the marketing area and be subject to the fluid skim differential.

The order presently provides a fluid skim differential which is an additional charge for certain skim milk. It is applied primarily to skim milk derived from Class II or Class III milk which enters the marketing area in one of a number of specified forms, and is there utilized in any one of a number of specified products. The differential is so computed that if a hundredweight of Class II milk containing 3.5 percent butterfat is separated into 40 percent cream, and the skim milk resulting from such separation is subject to the fluid skim differential, the total value at the Class II price plus the fluid skim differential will be equal to the Class I–A price per hundredweight.

Several proposals were made to amend the provision with respect to the fluid skim differential. They were as follows:

(1) To increase the rates;

(2) To apply it to skim derived from Class I milk;

(3) To add flavored drinks to the list of utilizations which would require the fluid skim differential;

(4) To eliminate cultured drinks both from the list of specified forms in which skim milk may enter the marketing area and be subject to the differential, and from the list of uses of skim milk to which the differential would apply; and

(5) To add condensed skim milk to the list of the forms in which skim milk may enter the marketing area and be subject to the fluid skim differential.

Proposals 1 and 2 would result in many cases in the combined value of milk when separated into cream and skim milk being considerably higher than the Class I–A value. The record provided no adequate basis for a determination that the sum of the values of the component parts of milk should be greater than the highest class price provided in the order. Therefore, proposals 1 and 2 listed above are denied.

Proposal No. 3 was withdrawn by proponent and no other witnesses supported it. It is, therefore, denied.

Proposals 4 and 5 are of an emergency nature and arise because of problems caused by changes in the Sanitary Code of the City of New York and in the New York State law with respect to dairy products. The Sanitary Code recently was amended in such a manner as to permit the manufacture of cultured

milk drinks, such as buttermilk and yogurt, from milk solids and water. Previously, such cultured milk drinks were required to be made from milk, uncondensed skim milk and cream. Therefore, such products previously could be made only from fresh fluid products obtained from sources meeting the health requirements for fluid milk. The amendment to the Sanitary Code permits them to be made from products obtained from sources not subject to local health inspection. This means that solids for use in buttermilk and yogurt can be obtained from manufactured skim milk sources. Under such circumstances, the persons using fresh fluid products under the current order are at a competitive disadvantage compared with those making the products from nonfat dry milk solids.

Competitive equality could be obtained either by applying the fluid skim differential to all cultured drinks, regardless of the source of solids, or by eliminating the fluid skim differential from fresh skim milk used in such products. The notice contains no specific proposal for the first solution and the record does not justify such action at this time.

Cultured milk drinks between 3.0 and 5.0 percent butterfat are defined as Class I products. The elimination of the fluid skim differential from skim milk used in cultured milk drinks between 3.0 and 5.0 percent butterfat would give persons making such products in the marketing area from skim milk and cream a distinct competitive advantage over those making them from whole milk, or making such drinks outside the marketing area. Amendment of the Class I–A definition is not within the scope of the hearing notice and, therefore, competitive equality for the cultured milk drinks between 3.0 and 5.0 percent butterfat will be better maintained by continuing to apply the fluid skim differential to any skim milk used in cultured milk drinks between 3.0 and 5.0 percent butterfat.

In its recent session, the New York State Legislature enacted a law which permits the sale of a product known as "modified skim milk." This product is made of skim milk with added nonfat milk solids. If the solids are added in the form of nonfat dry milk solids, there is no increase in the volume of the product over the volume of the fluid skim milk used in the manufacture. The fluid skim differential applied to the volume of such modified skim milk would therefore be the same as if it were applied to the natural skim milk used in its manufacture. If the modified skim milk were made by the addition of condensed skim milk to the natural skim milk, the total volume of the modified skim milk would be greater than the total volume of the natural skim milk used in its production. Under the present fluid skim milk provision, there would be a lesser fluid skim differential paid on such modified skim milk than on a volume of natural skim milk equal to the volume of modified skim milk. If the fluid skim differential were applied to the volume of both the natural skim milk and the condensed skim milk used in the modified skim milk, the differential paid would be the same as for an equivalent volume of natural fluid skim milk.

Issue No. 4: The due and timely execution of the function of the Secretary under the act imperatively and unavoidably requires the omission of a recommended decision by the Deputy Administrator, Agricultural Marketing Service, and the opportunity for exceptions, thereto on the above listed issues.

The nature of these issues is such that the conclusions thereon should be effectuated as soon as possible. Delay beyond the minimum time required to make the attached order effective would defeat its purpose. The time necessarily involved in the preparation, filing and publication of a recommended decision together with time for filing exceptions thereto would preclude timely action.

It is therefore found that good cause exists for the omission of the recommended decision in order to inform interested parties promptly of the conclusions reached. It is important that interested parties be informed of the action decided upon as promptly as possible in order that appropriate adjustments may be made promptly in their operations in accordance with the decision.

Rulings on proposed findings and conclusions. Briefs which were filed on behalf of interested parties contained statements of fact, proposed findings and conclusions, and arguments with respect to the provisions of the proposed amendment. Every point covered in the briefs was carefully considered along with the evidence in the record in making the findings and reaching the conclusions hereinbefore set forth. To the extent that the findings and conclusions proposed in the briefs are inconsistent with the findings and conclusions contained herein, the request to make such findings or to reach such conclusions is denied on the basis of the facts found and stated in connection with the conclusions in this decision.

Rulings of the presiding officer to which specific objections were taken are affirmed. Requests were made for an extension of time for filing briefs and for issuance of a recommended decision for exceptions in the event of any change in Class III pricing provisions which are not limited in time by a definite expiration date. Even though no provision is made herein for a definite expiration date on the Class III price amendments, the amended provisions are subject to reconsideration at a public hearing already scheduled to begin on June 18, 1956. This affords ample protection for interested parties. Accordingly, such requests are denied.

General findings. (a) The tentative marketing agreement and the order, as amended, and as hereby proposed to be further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(b) The parity prices of milk as determined pursuant to section 2 of the act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply of and demand for milk in the marketing area, and the minimum prices specified in the tentative marketing agreement and in the order, as amended, and as hereby proposed to be further amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest; and

(c) The tentative marketing agreement and the order, as amended, and as hereby proposed to be further amended, will regulate the handling of milk in the same manner as, and will be applicable only to persons in the respective classes of industrial and commercial activity, specified in a marketing agreement upon which a hearing has been held.

Determination of representative period. The month of April 1956 is hereby determined to be the representative period for the purpose of ascertaining whether the issuance of the order amending the order, now in effect, regulating the handling of milk in the New York metropolitan milk marketing area, in the manner set forth in the attached amending order is approved or favored by producers who, during such period were engaged in the production of milk for sale in the marketing area specified in such marketing area.

Marketing agreement and order, as amended. Annexed hereto and made a part hereof are two documents entitled respectively, "Marketing Agreement Regulating the Handling of Milk in the New York Metropolitan Milk Marketing Area," and "Order Amending the Order, as Amended, Regulating the Handling of Milk in the New York Metropolitan Milk Marketing Area," which have been decided upon as the detailed and appropriate means of effectuating the foregoing conclusions. These documents shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and orders have been met.

It is hereby ordered that all of this decision, except the marketing agreement, be published in the FEDERAL REGISTER. The regulatory provisions of said marketing agreement are identical with those contained in the order, as amended and proposed to be hereby further amended.

This decision filed at Washington, D. C., this 15th day of June 1956.

[SEAL] EARL L. BUTZ,
Assistant Secretary.

Order[1] Amending the Order, as Amended, Regulating Handling of Milk in New York Metropolitan Milk Marketing Area

§ 927.0 *Findings and determinations.* The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with

[1] This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and orders have been met.

the issuance of the aforesaid order; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.), and the applicable rules of practice and procedure, as amended, governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order, as amended, regulating the handling of milk in the New York metropolitan milk marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order, as amended, and as hereby further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The parity prices of milk produced for sale in the said marketing area as determined pursuant to section 2 of the act are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supplies of and demand for such milk, and the minimum prices specified in the order, as amended, and as hereby further amended, are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk and be in the public interest; and

(3) The said order, as amended, and as hereby further amended, regulates the handling of milk in the same manner as and is applicable only to persons in the respective classes of industrial and commercial activity specified in a marketing agreement upon which a hearing has been held.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof the handling of milk in the New York metropolitan milk marketing area shall be in conformity to and in compliance with the terms and conditions of the aforesaid order, as amended, and as hereby further amended as follows:

1. Amend paragraph (a) of § 927.40 by adding a proviso as follows: "*Provided further,* That the Class I–A price for July 1956 shall be $5.22."

2. Amend paragraph (f) of § 927.40 as follows:

a. Amend the opening sentence to read as follows: "For Class III milk, the price shall be the sum of the amounts computed or determined pursuant to subparagraphs (1), (2), and (3) of this paragraph, minus 80 cents.

b. Add a new subparagraph (3) as follows:

(3) Determine the appropriate seasonal adjustment in accordance with the following table:

Month to which the price is applicable:	Amount
July through November	$0.13
December through February	.10
March and April	.08
May and June	.05

3. Amend § 927.43 as follows:

a. Change the words just prior to the first proviso from "four cents per pound of butterfat in such milk" to "four cents per pound of butterfat in such milk in the months of March through June and three cents per pound of butterfat in such milk in the months of July through February:".

b. Delete the first proviso.

c. Amend the second proviso to read: "*Provided,* That for milk received from producers during any of the months of March through July which is classified on the basis of one of the types of cheese named in this section, the amount so credited shall be increased one-cent per pound of butterfat for each full five-hundredths by which the ratio of 2.5 is lower than a ratio computed as follows: Add to the New York 92-score butter price for the month announced pursuant to § 927.46 (b) (5) the amount obtained by multiplying by 1.83 the weighted nonfat dry milk solids price for the period ending with the 25th day of the month as announced pursuant to § 927.46 (b) (7); divide this sum by the price of Cheddar cheese for the month as announced pursuant to § 927.46 (b) (8) and round the result to the nearest hundredth."

4. Amend § 927.44 prior to the first colon to read as follows:

§ 927.44 *Fluid skim differential.* For skim milk derived from Class II or Class III milk which skim milk enters the marketing area in the form of milk, fluid skim milk, condensed skim milk, half and half, cream, or cultured milk drinks and there utilized or disposed of in the form of milk, fluid skim milk, half and half, or cultured milk drinks containing 3.0 percent or more but not more than 5.0 percent of butterfat, and for all other skim milk derived from Class II or Class III milk which is not established to have been otherwise utilized or disposed of, the handler shall pay a fluid skim differential per hundredweight computed as follows: * * *

[F. R. Doc. 56-4848; Filed, June 19, 1956; 8:53 a. m.]

NOTICES

DEPARTMENT OF THE INTERIOR

Bureau of Reclamation

SUBLETTE PROJECT, WYOMING

ORDER OF REVOCATION

APRIL 3, 1956.

Pursuant to authority delegated by Departmental Order No. 2765 of July 30, 1954 (19 F. R. 5004), I hereby revoke Departmental Order of March 7, 1932; insofar as said order affects the following described land: *Provided, however,* That such revocation shall not affect the withdrawal of any other lands by said order or affect any other orders withdrawing or reserving the land hereinafter described:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 34 N., R. 109 W.,
Sec. 25, NW¼;
Sec. 26, NE¼.

The above areas aggregate 320 acres.

E. G. NIELSEN,
Assistant Commissioner.

No. 119——3

[71546]

JUNE 14, 1956.

I concur. The records of the Bureau of Land Management will be noted accordingly.

The NE¼NE¼, sec. 26, is included in Power Site Reserve No. 190, and shall be opened to mining location pursuant to the act of August 11, 1955 (69 Stat. 683; 30 U. S. C. 621) at 10:00 a. m. on July 20, 1956.

The land is located in Sublette County near Pinedale, Wyoming, and is within Wyoming Grazing District No. 5.

No application for the lands may be allowed under the homestead, desert-land, small tract, or any other nonmineral public-land law unless the lands have already been classified as valuable or suitable for such type of application, or shall be so classified upon the consideration of an application. Any application that is filed will be considered on its merits. The lands will not be subject to occupancy or disposition until they have been classified.

Subject to any valid existing rights and the requirements of applicable law, the lands are hereby opened to filing of applications, selections, and locations in accordance with the following:

a. Applications and selections under the nonmineral public-land laws may be presented to the Manager mentioned below, beginning on the date of this order. Such applications and selections will be considered as filed on the hour and respective dates shown for the various classes enumerated in the following paragraphs:

(1) Applications by persons having *prior existing valid settlement rights,* preference rights conferred by existing laws, or equitable claims subject to allowance and confirmation will be adjudicated on the facts presented in support of each claim or right. All applications presented by persons other than those referred to in this paragraph will be subject to the applications and claims mentioned in this paragraph.

(2) All valid applications under the Homestead, Desert Land, and Small

Tract Laws by qualified veterans of World War II or of the Korean Conflict, and by others entitled to preference rights under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279–284 as amended), presented prior to 10:00 a. m. on July 20, 1956, will be considered as simultaneously filed at that hour. Rights under such preference right applications filed after that hour and before 10:00 a. m. on October 19, 1956, will be governed by the time of filing.

(3) All valid applications and selections under the nonmineral public-land laws, other than those coming under paragraphs (1) and (2) above, presented prior to 10:00 a. m. on October 19, 1956, will be considered as simultaneously filed at that hour. Rights under such applications and selections filed after that hour will be governed by the time of filing.

Persons claiming veterans preference rights must enclose with their applications proper evidence of military or naval service, preferably a complete photostatic copy of the certificate of honorable discharge. Persons claiming preference rights based upon valid settlement, statutory preference, or equitable claims must enclose properly corroborated statements in support of their claims. Detailed rules and regulations governing applications which may be filed pursuant to this notice can be found in Title 43 of the Code of Federal Regulations.

b. All the lands have been open to applications and offers under the mineral-leasing laws. The NW¼, sec. 25 and W½NE¼, SE¼NE¼, sec. 26 will be open to location under the United States mining laws beginning at 10:00 a. m. on October 19, 1956.

Inquiries concerning the lands shall be addressed to the Manager, Land Office, Bureau of Land Management, Cheyenne, Wyoming.

EDWARD WOOZLEY,
Director,
Bureau of Land Management.

[F. R. Doc. 56-4815; Filed, June 19, 1956; 8:46 a. m.]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

OKLAHOMA

DISASTER ASSISTANCE; DELINEATION OF DROUGHT AREA

Pursuant to Public Law 875, 81st Congress, the President determined on February 27, 1956, that a major disaster occasioned by drought existed in the State of Oklahoma.

Pursuant to the authority delegated to me by the Administrator, Federal Civil Defense Administration (18 F. R. 4609; 19 F. R. 2148, 5364; 20 F. R. 4664), and for the purposes of section 2 (d) of Public Law 38, 81st Congress, as amended by Public Law 115, 83d Congress, and section 301 of Public Law 480, 83d Congress, the following counties in the State of Oklahoma were determined on June 11, 1956, to be affected by the above-mentioned major disaster.

Oklahoma: Texas, Woods.

Done at Washington, D. C., this 15th day of June 1956.

[SEAL] EZRA TAFT BENSON,
Secretary.

[F. R. Doc. 56-4853; Filed, June 19, 1956; 8:54 a. m.]

NEVADA

DISASTER ASSISTANCE; DELINEATION OF DROUGHT AREA

Pursuant to Public Law 875, 81st Congress, the President determined on June 7, 1956, that a major disaster occasioned by drought existed in the State of Nevada.

Pursuant to the authority delegated to me by the Administrator, Federal Civil Defense Administration (18 F. R. 4609; 19 F. R. 2148, 5364; 20 F. R. 4664), and for the purposes of section 2 (d) of Public Law 38, 81st Congress, as amended by Public Law 115, 83d Congress, and section 301 of Public Law 480, 83d Congress, Lincoln County, Nevada, was determined on June 7, 1956, to be affected by the above-mentioned major disaster.

Done at Washington, D. C., this 15th day of June 1956.

[SEAL] EZRA TAFT BENSON,
Secretary.

[F. R. Doc. 56-4852; Filed, June 19, 1956; 8:54 a. m.]

DEPARTMENT OF COMMERCE

Bureau of Foreign Commerce

[Case No. 203]

UNION EUROPEENNE DE PRODUITS CHIMIQUES AND JEAN RICHARD

ORDER AMENDING AND ENLARGING ORDER REVOKING EXPORT LICENSES AND DENYING EXPORT PRIVILEGES

In the matter of Union Europeenne de Produits Chimiques and Jean Richard, its director, 27, rue des Petites-Ecuries, Paris, France; respondents.

An order having heretofore been entered herein on the 13th day of December 1955 (20 F. R. 9469), denying export privileges to the respondents for a period of one year from the date thereof and providing for a contingent restoration of said privileges upon the expiration of six months from the date of such order; and the Investigation Staff having applied for a reopening of this case and a redetermination thereof based upon statements submitted in support of said application; and said application having been duly served on the respondents with an opportunity to appear in opposition thereto; and said respondents having failed to appear or offer any opposition thereto; and the evidence in support of said application having been submitted to the Compliance Commissioner, who, upon respondents' default, reopened this proceeding; and the Compliance Commissioner having duly filed his report and recommendation together with the evidence submitted in support of said application; and he having recommended that the order heretofore entered herein be amended by providing that the respondents be denied export privileges so long as export controls are in effect;

Now, after consideration of all the evidence submitted in support of said application as well as the report, and recommendation of the Compliance Commissioner and, having concluded that the basis upon which the order heretofore entered herein was entered no longer exists and that these respondents, by their conduct, are not deserving of the leniency heretofore extended to them but, on the contrary, indicate that if given the opportunity they will obtain United States commodities by any means possible for the purpose of transshipping the same to Soviet Bloc destinations in violation of U. S. export control regulations, it is therefore, in order to achieve effective enforcement of the law, ordered as follows:

Paragraphs II, IV, and V of the order dated December 13, 1955 (20 F. R. 9469), be and the same hereby are deleted therefrom and the decretal provisions of said order be and the same hereby are amended and resettled to read as follows:

I. All outstanding validated export licenses in which Union Europeenne de Produits Chimiques and Jean Richard appear or participate as purchaser, intermediate or ultimate consignee, or otherwise, are hereby revoked and shall be returned forthwith to the Bureau of Foreign Commerce for cancellation.

II. Henceforth, and so long as export controls shall remain in effect, each of the said respondents be, and he or it hereby is suspended from and denied all privileges of participating, directly or indirectly in any manner or capacity, in an exportation of any commodity or technical data from the United States to any foreign destination, including Canada, whether such exportation has heretofore or hereafter been completed. Without limitation of the generality of the foregoing denial of export privileges, participation in an exportation is deemed to include and prohibit participation by any of the respondents, directly or indirectly in any manner or capacity, (a) as a party or as a representative of a party to any validated export license application, (b) in the obtaining or using of any validated or general export license or other export control documents, (c) in the receiving, ordering, buying, selling, using, or disposing in any foreign country of any commodities in whole or in part exported or to be exported from the United States, and (d) in storing, financing, forwarding, transporting, or other servicing of such exports from the United States.

III. Such denial of export privileges shall extend not only to each of the respondents, but also to any person, firm, corporation, or business organization with which any of them may be now or hereafter related by ownership, control, position of responsibility, or

other connection in the conduct of trade in which may be involved exports from the United States or services connected therewith.

IV. No person, firm, corporation, partnership, or other business organization, whether in the United States or elsewhere, during any time when any respondent is prohibited under the terms hereof from engaging in any activity within the scope of Part II hereof, shall, without prior disclosure to, and specific authorization from the Bureau of Foreign Commerce, directly or indirectly in any manner or capacity (a) apply for, obtain, or use any license, shipper's export declaration, bill of lading, or other export control document relating to any such prohibited activity, (b) order, receive, buy, use, dispose of, finance, transport or forward, any commodity on behalf of or in any association with such respondent, or (c) do any of the foregoing acts with respect to any commodity or exportation in which such respondent may have an interest of any kind or nature, direct or indirect.

Dated: June 13, 1956.

JOHN C. BORTON,
Director,
Office of Export Supply.

[F. R. Doc. 56-4845; Filed, June 19, 1956; 8:52 a. m.]

GENERAL SERVICES ADMINISTRATION

[Project 3-DC-01]

FEDERAL OFFICE BUILDINGS

PROSPECTUS FOR PROPOSED BUILDINGS IN SOUTHWEST REDEVELOPMENT AREA OF DISTRICT OF COLUMBIA

EDITORIAL NOTE: This prospectus of proposed Project Number 3-DC-01 is published pursuant to section 412 (f) of the Public Buildings Purchase Contract Act of 1954 as amended by Public Law 150, 84th Congress, which requires publication in the FEDERAL REGISTER, for a period of ten consecutive days from date of submission to the Committees on Public Works of the Senate and House of Representatives.

Project Number 3-DC-01 (Revised)

MARCH 14, 1956.

FORMAL PROSPECTUS FOR PROPOSED BUILDING UNDER TITLE I PUBLIC LAW 519, 83D CONGRESS, 2D SESSION

FEDERAL OFFICE BUILDING, WASHINGTON, D. C.

1. *Brief description of proposed building.* The project contemplates the erection of a group of three Federal Office Buildings on a site to be acquired by the Government facing on the proposed Tenth Street Mall in the southwest redevelopment area of Washington, D. C. Each building will be multistoried. An aggregate of approximately 643,000 square feet of net assignable space will be provided.

2. *Estimated maximum cost and financing.* a. Maximum cost of site and buildings, $25,250,000.

b. Proposed contract term, 30 years.

c. Maximum rate of interest on purchase contract, 4 percent.

3. *Certificates of need.* As the project is intended to provide relocation of numerous Federal agencies now in temporary buildings, no specific allocation of space can be made at this time. Upon completion of the facility, assignment and reassignment will be made in accordance with existing law. Therefore, requirement for Certificate of Need otherwise required by section 411 (e) of the Public Buildings Purchase Contract Act of 1954 was waived in Public Law 150, 84th Congress. Certification is hereby made as to the need for service and garage space.

4. *Non-availability of existing space.* Suitable space owned by the Government is not available; and suitable rental space is not available at a price commensurate with that to be afforded through the contract proposed.

5. *Estimated annual managerial, custodial, heat, and utility costs.* (Services to be supplied by Government), $675,000.

6. *Estimated annual tax liability, upkeep and maintenance.* a. Taxes, post construction (contract period), $321,625.

b. Upkeep and maintenance (to be provided by Government), $96,000.

7. *Current annual housing costs.* Rents and other housing costs currently paid by the Government for agencies to be housed in the building to be erected, $509,000 p. a.

Determination of need. It has been determined that (1) the needs for space for the permanent activities of the Federal Government in this particular area cannot be satisfied by utilization of any existing suitable property now owned by the Government, and (2) the best interests of the United States will be served by taking action hereunder.

Submitted at Washington, D. C., on June 1, 1956.

Approved:

FRANKLIN G. FLOETE,
Administrator of General Services.

8. *Statement of Director, Bureau of the Budget.* Reflected in letter (copy attached).

EXECUTIVE OFFICE OF THE PRESIDENT

BUREAU OF THE BUDGET

WASHINGTON 25, D. C.

JUNE 13, 1956.

Project 3-DC-01 (Revised 3-14-56).
3 Multi-storied Federal Office Buildings.
Southwest Redevelopment Area, Washington, D. C.

MY DEAR MR. FLOETE: Pursuant to section 411 (e) (8) of the Public Buildings Purchase Contract Act of 1954 (Public Law 519), the (Revised March 14, 1956) proposal for a group of three Federal Office Buildings, transmitted with your letter of June 1, 1956, has been examined and in my opinion "is necessary and in conformity with the policy of the President." This approval is given with the following understanding:

1. Revision reflects the application of more definite plans for integration of the facility with the proposed Tenth Street Mall developed subsequent to approval of the project last July. Effective integration requires construction of three building units in lieu of one, as originally proposed. Garage space of 134,250 square feet not contemplated in original project is provided. Number of employees, utilization of space and cost factors are relatively the same.

2. That the stated project cost of $25,250,000 (including $2,500,000 for a site to be acquired) is a maximum figure.

3. That the reported annual operating cost of existing Tempos 4, 5, and T; i. e., $1.00 per square foot, represents minimum maintenance in anticipation of demolition, and that temporary Government buildings actually cost more to maintain than the proposed new buildings.

4. That the proposed buildings will house approximately 10% of Federal employees presently housed in temporary buildings, and that the specific allocation of agencies in the proposed buildings is to be determined later by General Services Administration.

5. That every effort will be made to design and construct space conducive to maximum efficient utilization of both site and buildings and to take advantage of any revision of cost downward which may be found possible as the plans develop and negotiations are advanced.

6. That this approval supersedes Mr. Hughes' letter of July 22, 1955.

You appreciate, of course, that this project will receive a more detailed review as to cost and space utilization prior to the approval of the lease-purchase agreement.

Sincerely yours,

(Signed) PERCIVAL BRUNDAGE,
Director.

HON. FRANKLIN G. FLOETE,
Administrator,
General Services Administration,
Washington 25, D. C.

[F. R. Doc. 56-4860; Filed, June 18, 1956; 11:38 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 11256 etc.; FCC 56M-586]

GREAT SOUTH BAY BROADCASTING CO., INC., ET AL.

ORDER SCHEDULING HEARING

In re applications of Great South Bay Broadcasting Company, Inc., Islip, New York, Docket No. 11256, File No. BP-9200; S. Richard Stern and Jimmey S. Stern, d/b as Stern Broadcasting Company, Ridgewood, New Jersey, Docket No. 11731, File No. BP-9713; G. Russell Chambers, tr/as The Eastern Shore Broadcasting Company (WDVM), Pocomoke City, Maryland, Docket No. 11732, File No. BP-10114; American Family Broadcasting Company, Ridgewood, New Jersey, Docket No. 11733, File No. BP-10214; for construction permits.

It is ordered, This 11th day of June 1956, that H. Gifford Irion will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on September 14, 1956, in Washington, D. C.

Released: June 12, 1956.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-4837; Filed, June 19, 1956; 8:51 a. m.]

[Docket Nos. 11542, 11543; FCC 56-534]

COURIER-TIMES, INC., AND DON H. MARTIN (WSLM)

ORDER RULING ON ISSUES

In re applications of Courier-Times, Inc., New Castle, Indiana, Docket No. 11542, File No. BP-8886; Don H. Martin (WSLM), Salem, Indiana, Docket No. 11543, File No. BP-9392; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 13th day of June 1956;

The Commission having under consideration an "Appeal from Hearing Conference Order" filed by Don H. Martin on January 31, 1956, and a "Statement Re Appeal from Hearing Conference Or-

der" filed by the Chief of the Commission's Broadcast Bureau on February 10, 1956;

It appearing that the application of Courier-Times, Inc., for a construction permit for a new standard broadcast station at New Castle, Indiana, and the request of Don H. Martin for an increase in power of station WSLM in Salem, Indiana, were designated for hearing by Commission Order released November 14, 1955, upon certain issues; [1] and

It further appearing that Don H. Martin seeks review of the following rulings of the Examiner made on January 13, 1956: [2] (1) The issues as now designated do not contemplate showings on programming, background and experience of principals, and proposals for management and operation; (2) The issues as now designated do not contemplate showings on need of the areas proposed to be served other than showings on (a) areas to be served, (b) the populations and communities in those areas, and (c) the services available to those populations, communities and areas; and (3) The term "service" as used in the issues applies solely to "standard broadcast service" and does not encompass FM and TV service; and

It further appearing that Don H. Martin contends, in substance, that although the primary duty of the Commission in a case in which section 307 (b) of the Communications Act of 1934, as amended, is at issue, as set forth in Federal Communications Commission v. Allentown Broadcasting Corporation, 75 S. Ct. 855, 12 RR 2019, is to determine the greater community need for the service proposed, nevertheless evidence on the comparative qualifications of the applicants apart from community need is necessary in case it is not possible to make a choice based on relative community need; that evidence on the need of the areas proposed to be served should not be restricted to available services and the populations and communities which are presently served, but should include a showing of the interests in the communities and the programs presently supplied to said communities as evidence of their needs; and that consideration of the availability of FM service to New Castle, Indiana is required by the Allentown case, supra; and

It further appearing that the Broadcast Bureau maintains that the Commission is not required, under the Allentown case, supra, to receive evidence on the comparative qualifications of the applicants in every case in which section 307 (b) of the Communications Act is at issue since it is a rare situation when a determination as to the community of greater need cannot be reached; that the term "service" properly does not include a consideration of FM stations under the circumstances of this case, even though the Allentown case, supra, states that a consideration of FM stations is important in certain instances, in view of the fact that Courier-Times, Inc.'s holdings as a licensee of an FM station in New Castle, Indiana, can be shown under the section 307 (b) issue; and that the Examiner erred in restricting the showing on community need to areas, populations and communities, and services in view of the fact that evidence respecting the agricultural or industrial character of the communities involved, the educational, cultural and other institutions and organizations in said communities, and similar matters relating to the character of the communities conceivably would be helpful in determining what would provide "a fair, efficient, and equitable distribution of radio service" under section 307 (b) of the Communications Act; and

It further appearing that after careful consideration of the pleadings filed in this connection, the issues as designated for hearing by the Commission and the scope thereof as evidenced by past Commission practices, the Commission concludes that the Examiner properly ruled that evidence relating to programming, background and experience of the principals and proposals for management and operation of the competing applicants is not admissible under the issues as designated for hearing in this proceeding and that the term "service" as used in the issues as designated does not include a showing of FM and TV service; and

It further appearing that under Issue 6 as designated for hearing, evidence is admissible to show the Courier-Times, Inc.'s holdings as licensee of an FM station in New Castle, Indiana; and

It further appearing that the Commission believes the Examiner unduly restricted the showings on need of the areas to be served and that under certain circumstances and relating to a particular need a showing as to the character of the areas to be served as evidenced by the organizations and institutions and major occupations in the areas would assist in a determination under § 3.24 of the Commission's rules whether the need for the proposed service outweighs the need for the service which will be lost by interference;

It is ordered, That the appeal from "Hearing Conference Order" filed January 31, 1956, by Don H. Martin is granted with respect to the Examiner's ruling that the issues as drawn do not contemplate showings on need of the areas proposed to be served for the facilities sought other than showings on areas to be served, the populations and communities in those areas, and the services available to those populations, communities and areas, and denied in all other respects.

Released: June 15, 1956.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-4838; Filed, June 19, 1956; 8:51 a. m.]

[Docket No. 11676; FCC 56M-598]

KNORR BROADCASTING CORP. (WKMF)

ORDER CONTINUING HEARING

In re application of Knorr Broadcasting Corporation (WKMF), Flint, Michigan, Docket No. 11676, File No. BP-10170; for construction permit.

The Hearing Examiner having under consideration a petition filed on June 12, 1956, on behalf of Knorr Broadcasting Corporation, requesting that the date for the presentation and exchange among the parties of the applicant's written affirmative evidence in the above-entitled proceeding be continued from June 18, 1956, to June 28, 1956, and that the hearing thereon be continued from June 25, 1956 to July 2, 1956; and

It appearing that sufficient good cause has been set forth to warrant a grant of the relief requested therein and that the other parties to the proceeding do not object to the immediate consideration of the said petition and to a grant thereof;

It is ordered, This 13th day of June 1956, that the above petition be, and it is hereby, granted.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-4839; Filed, June 19, 1956; 8:51 a. m.]

[Docket No. 11681; FCC 56M-587]

JOSEPH THOMAS COLLINS

ORDER CONTINUING HEARING

In the matter of Joseph Thomas Collins, Thiensville, Wisconsin, Docket No. 11681; suspension of amateur radio operator license.

It is ordered, This 11th day of June 1956, on the Chief Hearing Examiner's own motion, that hearing in the above-entitled proceeding, which is scheduled to commence July 17, 1956, in Milwaukee, Wisconsin, is continued to a date and place to be specified by subsequent order.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-4840; Filed, June 19, 1956; 8:51 a. m.]

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[1] The issues with which the instant pleadings are concerned read as follows:

1. To determine the areas and populations which would receive primary service from the proposed operation of Courier-Times, Inc. and the availability of other service to such areas and populations.

2. To determine the areas and populations which would gain or lose primary service from station WSLM operating as proposed and the availability of other primary service to such areas and populations.

6. To determine in the light of section 307 (b) of the Communications Act of 1934, as amended, which of the operations proposed in the above-entitled applications would better provide a fair, efficient and equitable distribution of radio service.

[2] This pleading was filed by appellant Martin within two days of his receipt of a copy of the Examiner's Order encompassing said rulings and good cause is shown for its acceptance.

[Docket No. 11699; FCC 56M-597]

SOUTHERN OREGON BROADCASTING CO. (KUIN)

FIRST STATEMENT CONCERNING PRE-HEARING CONFERENCES AND ORDER CONTINUING HEARING

In re application of Southern Oregon Broadcasting Company (KUIN), Grants Pass, Oregon, Docket No. 11699, File No. BP-10099; for construction permit.

1. The first pre-hearing conference was held herein on June 5, 1956. All parties were represented by counsel. Agreements were reached among the parties and stated on the record, as reflected in the transcript which is incorporated herein by reference. Such agreements are found to be acceptable and approved by the Hearing Examiner. They include the following:

1. Parties will attempt through informal conferences and exchanges of material to reach agreement on engineering matters.

2. The direct case, in written form, shall be exchanged on or before July 24, 1956.

3. Further pre-hearing conference herein is waived unless requested by one of the parties.

4. All parties who desire any witnesses in connection with applicant's direct case to be produced for cross-examination will notify the applicant on or before July 30, 1956, which witnesses they desire, if any, to be produced.

5. The hearing is continued from July 3, 1956, to July 31, 1956.

It is ordered, This 13th day of June 1956, that the foregoing agreements and requirements shall govern the course of the proceeding to the extent indicated, unless modified by the Hearing Examiner for cause or by the Commission upon review of the Hearing Examiner's ruling.

It is further ordered, That the hearing herein, now scheduled for July 3, 1956, is continued to July 31, 1956, at 10:00 a. m.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-4841; Filed, June 19, 1956; 8:51 a. m.]

[Docket No. 11734]

1360 BROADCASTING CO. INC. (WEBB)

APPLICATION FOR CONSTRUCTION PERMIT; ERRATA

In re application of 1360 Broadcasting Company, Inc. (WEBB), Baltimore, Maryland, Docket No. 11734, File No. BP-10275; for construction permit.

1. In the Commission's Memorandum Opinion and Order, FCC 56-525, in the above-captioned application, adopted on June 6, 1956, and released on June 8, 1956, the following corrections are made:

(a) The caption is corrected to read Baltimore, Maryland instead of Dundalk, Maryland.

(b) The first paragraph is corrected to read as follows:

The Commission has before it for consideration a "Petition For Reconsideration and Protest" filed on May 10, 1956, pursuant to sections 309 (c) and 405 of the Communications Act of 1934, as amended, by the Southern Maryland Broadcasters Incorporated, licensee of Station WKIK, Leonardtown, Maryland (1370 kc, 1 kw, D) and directed to the Commission's action of April 11, 1956, in granting without a hearing the above-captioned application of the 1360 Broadcasting Company for a construction permit to increase the daytime power of Station WEBB from 1 to 5 kilowatts, to change the directional antenna system, and to change the station location from Dundalk to Baltimore, Maryland; and an "Opposition To Petition For Reconsideration And Protest" filed on May 21, 1956, by 1360 Broadcasting Company, Inc. (hereinafter referred to as WEBB).

Released: June 12, 1956.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56-4842; Filed, June 19, 1956; 8:52 a. m.]

[Docket No. 11735; FCC 56-545]

NEVADA TELECASTING CORP. (KAKJ)

ORDER TO SHOW CAUSE; HEARING

In the matter of revocation of television construction permit of Nevada Telecasting Corporation (KAKJ), Reno, Nevada, Docket No. 11735.

The Commission having under consideration certain matters of alleged misrepresentation and concealment relating to (1) an application (BPCT-1952) for a construction permit for a new television station to operate on Channel 4, in Reno, Nevada, which application was filed on February 16, 1955, by Nevada Telecasting Corporation and granted by the Commission on April 19, 1955; (2) an ownership report—FCC Form 323—which was filed by Nevada Telecasting Corporation on June 20, 1955, pursuant to §§ 1.343 and 1.344 of the Commission's rules and regulations; and (3) a pending application (BMPCT-3454) filed by Nevada Telecasting Corporation on October 3, 1955, requesting additional time to construct the proposed television station on Channel 4; at Reno, and

It appearing:

(1) That in the above application for a construction permit (BPCT-1952), for Channel 4 at Reno signed by Robert C. Fish, president of Nevada Telecasting Corporation, it was stated that Robert C. Fish, president and director, owned 100 shares of capital stock and had subscribed to an additional 249,900 shares; that said Robert C. Fish was to be the sole stockholder of the applicant; that Nevada Telecasting Corporation gave a negative response to a question which sought to determine whether there were any documents, instruments, contracts or understandings relating to ownership, management, use or control of the station or facilities, or any right or interest therein; that said Robert C. Fish stated that his net worth was $484,603, and that all construction costs of the proposed station, which aggregated $195,040, would be met from funds supplied by him and, if necessary, by converting certain properties into liquid assets;

(2) That in the June 20, 1955 ownership report—FCC Form 323—which was signed by Eldon E. Cory, Secretary-Treasurer, of Nevada Telecasting Corporation, gave a negative response to a question which sought to determine the name of any corporation or other entity having a direct or indirect ownership interest in the permittee; and that said report indicated that Robert C. Fish was the owner of 100 shares, or 100 percent of the outstanding stock, that no change in the ownership of Nevada Telecasting Corporation had occurred, and that Eldon E. Cory was a paid Secretary-Treasurer but not a stockholder; and

(3) That in its application (BMPCT-3454) requesting additional time to construct the proposed television station on Channel 4 at Reno, Nevada, Telecasting Corporation stated that equipment had been ordered on September 15, 1955; that architects had completed a study of the building roof where complicated installation was necessary; that construction could be completed by April 19, 1956; and that no changes had occurred in information previously submitted to the Commission; and

It further appearing that, subsequent to the grant of the above construction permit, and the filing of the above ownership report and application requesting additional time to construct the station, the Commission obtained information which disclosed

(1) That in the early spring of 1954, through the suggestions and inducements of one, George H. Bowles, a group of individuals became interested in forming a syndicate for the purpose of acquiring or applying for television and standard broadcast station construction permits and constructing and operating such stations in California and Nevada; that initially said syndicate included Eldon E. Cory, Raymond D. Vargas, George H. Bowles and Gordon E. Morris; that subsequently, James R. Bird, Irvin V. Willat, Robert C. Fish and A. Lawrence Tuma were induced by Bowles to join the syndicate; that thereafter, Evan Lougheed became associated with said syndicate; that said George H. Bowles originator of, and principal figure in said syndicate was its general manager, called meetings of the members, represented himself as speaking for other members, and acted for the syndicate in business matters; that it was agreed among the members of the syndicate that, with the exception of George H. Bowles and A. Lawrence Tuma, the other members of the syndicate were to advance money to a syndicate fund; that Messrs. Cory, Vargas, Morris, Willat and Lougheed did advance such sums of money; that Bowles' experience in promotional work, his knowledge of the radio and television industry, and his claimed contacts were accepted by the members in lieu of monetary contributions; that Bird, as an engineer and Tuma, as a stock salesman, were to contribute their efforts in lieu of advances of money; that there was an understanding on the part of all members that the syndicate was to have a stock interest in any successfully prosecuted application for a construction permit; and that to accomplish the above

objectives, the syndicate would form corporations in which each syndicate member would have stock; and

(2) That the above-mentioned application (BPCT–1952) for a construction permit for a new television station in Reno, Nevada, was filed by Nevada Telecasting Corporation pursuant to the above described plans of said syndicate and on its behalf; that following the grant of said application by the Commission, the above-mentioned ownership report was filed by Nevada Telecasting Corporation; that Robert C. Fish, President, Raymond D. Vargas, Vice President, and Eldon E. Cory, Secretary-Treasurer of Nevada Telecasting Corporation, are now and have been members of said syndicate;

(3) That the members of the above described syndicate were also responsible for the filing of an application (BPCT–1878) for a construction permit for a new television station in Visalia, California, which was granted by the Commission on October 6, 1954, and which permit was, on May 1, 1956, offered to the Commission for cancellation; and

It further appearing that in the above described applications (BPCT–1952) (BMPCT–3454) and in the ownership report relating to television station KAKJ, Channel 4, Reno, Nevada, Robert C. Fish, Eldon E. Cory and Nevada Telecasting Corporation did wilfully and knowingly, in violation of section 312 of the Communications Act of 1934, as amended, and of § 1.305 of the Commission's rules and regulations, and in order to deceive the Commission, make misrepresentations and false statements concerning the ownership, financing and construction of the proposed station at Reno, Nevada, upon which misrepresentations and statements the Commission relied in granting the construction permit (BPCT–1952) on April 19, 1955, and in accepting for filing the ownership report submitted to it on June 20, 1955;

It is ordered, This 13th day of June 1956, pursuant to the provisions of sections 312 (a) and (c) of the Communications Act of 1934, as amended, that the said permittee, Nevada Telecasting Corporation, is directed to show cause why an order revoking the aforementioned construction permit for television station KAKJ, Channel 4, Reno, Nevada, should not be issued, and to appear and give evidence with respect thereto at a hearing [1]

[1] Section 1.402 of the Commission's rules provides that in order to have the opportunity to appear before the Commission at the time and place specified in the order to show cause, the licensee shall within thirty (30) days from the date of the receipt of this order submit a written statement informing the Commission whether said licensee will appear at this hearing and present evidence upon the matter specified, or whether the rights to such a hearing are waived. Waiver of the hearing may be accompanied by a statement setting forth the reasons why the licensee believes that an order of revocation should not be issued. A waiver unaccompanied by such a statement will be deemed to be an admission of the allegations specified in the order to show cause. Failure to respond to this order within the above-mentioned thirty (30) day period or failure to appear at the hearing will be deemed to be a waiver of the right to a hearing and an admission of the allegations specified in the order to show cause.

to be held at the offices of the Commission in Washington, D. C., commencing at 10:00 a. m. on the 13th day of July 1956.

It is further ordered, That the Secretary of the Commission send a copy of this order by Registered Mail—Return Receipt Requested to the said Nevada Telecasting Corporation.

Released: June 15, 1956.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] MARY JANE MORRIS,
Secretary.

[F. R. Doc. 56–4843; Filed, June 19, 1956; 8:52 a. m.]

ATOMIC ENERGY COMMISSION

Patent Compensation Board

[Docket No. 21]

MATHESON PNEUMATIC MACHINERY, INC.

NOTICE OF APPLICATION WITH PATENT COMPENSATION BOARD FOR JUST COMPENSATION

Notice is hereby given that Andrew A. Matheson, President, Matheson Pneumatic Machinery, Inc., 1900 Grant Street, Denver 3, Colorado, has filed an application before the Patent Compensation Board, United States Atomic Energy Commission, for just compensation. The application is based on Patent No. 2,304,839 issued December 15, 1942, entitled, "Air Control Valve" and Patent No. 2,620,779 issued December 9, 1952, entitled "Air Accelerating Engine and Compressor."

The application of Matheson Pneumatic Machinery, Inc., is on file with the Patent Compensation Board. Any person other than the applicant desiring to be heard with reference to the application should file with the Patent Compensation Board, United States Atomic Energy Commission, Washington 25, D. C., within thirty days from the date of publication of this notice, a statement of facts concerning the nature of his interest.

MARGARET H. MELIN,
Acting Clerk,
Patent Compensation Board.

JUNE 7, 1956.

[F. R. Doc. 56–4844; Filed, June 19, 1956; 8:52 a. m.]

FEDERAL POWER COMMISSION

[Docket No. G–10564]

N. B. HUNT

ORDER SUSPENDING PROPOSED CHANGES IN RATES

N. B. Hunt (Applicant), on May 14, 1956, tendered for filing proposed changes in presently effective rate schedules for sales subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges are contained in the following designated filings which are proposed to become effective on the date shown:

Description	Purchaser	Rate schedule designation	Effective date [1]
Contract dated Mar. 6, 1956; supplemental agreements dated Aug. 1, 1952, Jan. 26, 1954, Apr. 15, 1955. Notice of change, dated May 14, 1956.	Texas-Illinois Natural Gas Pipeline Co.	Applicant's FPC Gas Rate Schedule No. 8 and Supplements 1, 2, 3, and 4.	June 14, 1956

[1] The stated effective date is the first day after expiration of the required 30 days' notice, or the effective date proposed by Applicant if later.

The increased rates and charges proposed in the aforesaid filings, all of which supersede applicant's FPC Gas Rate Schedule No. 6, have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed changes, and that the above-designated rate schedule and supplements be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority contained in sections 4 and 15 of the Natural Gas Act and the Commission's general rules and regulations (18 CFR Chapter I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of said proposed changes in rates and charges; and, pending such hearing and decision thereon, the above-designated rate schedule and supplements be and the same hereby are suspended and the use thereof deferred until November 14, 1956, and until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(B) Neither the Rate Schedule nor the Supplements hereby suspended, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(C) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

Issued: June 13, 1956.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 56–4817; Filed, June 19, 1956; 8:47 a. m.]

[Order 188]

OCCUPATION TAX OF TEXAS

ORDER MODIFYING RULES AND REGULATIONS WITH RESPECT TO SUPPLEMENTS REFLECTING REDUCTION

In the matter of the occupation tax of the State of Texas (Article 7074 (b) of Vernon's Civil Statutes of the State of Texas).

Pursuant to article 7074 (b) of Vernon's Civil Statutes of the State of Texas, an occupation tax is levied on the business or occupation of producing gas within the State of Texas, computed as follows:

(a) Until September 1, 1956, the tax is to be paid by each producer on the amount of gas produced and saved within the State equivalent to eight percent (8%) of the market value thereof as and when produced;

(b) From and after September 1, 1956, the rate of said tax shall be seven percent (7%) of the market value of the gas as and when produced.

The Commission has permitted such tax, computed on the basis of the foregoing rate of eight percent (8%), to be charged and collected by each independent producer, subject to the Commission's jurisdiction, without suspension, upon the filing of an appropriate rate schedule or schedules by each producer. A similar rate filing is required to effect the tax reduction from eight percent (8%) to seven percent (7%) as of September 1, 1956.

To simplify the required change, the Commission deems it expedient and in the public interest to waive the 30 days' notice requirement under section 154.98 of the Commission's rules and regulations and to eliminate, to the extent feasible, the data and information to be submitted in support of the change, to be effective September 1, 1956, in the same manner as provided by Commission Order No. 180 issued June 30, 1955.

Accordingly, a producer in submitting a supplement to any of its rate schedules on file with the Commission, to reflect the statutory reduction in the rate of the above-described tax from eight percent (8%) to seven percent (7%) as of September 1, 1956, may, notwithstanding other provisions of the Commission's rules, make such filings as hereinafter provided. Early filing will be of assistance in orderly processing.

The Commission finds: It is appropriate and in the public interest in the administration of the Natural Gas Act (a) to waive the 30-days' notice requirement set forth in section 4 (d) of the Natural Gas Act and section 154.98 of the Commission's rules and regulations (Order No. 174-B), with respect to the filing of any appropriate supplement reflecting a reduction in the Texas occupation tax from eight percent (8%) to seven percent (7%) as of September 1, 1956, provided such filing is made on or before October 1, 1956, and (b) with respect to the filing of any appropriate supplement reflecting the reduction in the Texas occupation tax from eight percent (8%) to seven percent (7%), to submit only the data in the form set forth below, in lieu of the data required by paragraph 154.94 (e) of the Commission's rules and regulations (Order No. 174-B):

COMPARISON OF RATES

Date	Price per Mcf	Tax reimbursement per Mcf	Total cost per Mcf
Aug. 31, 1956			
Sept. 1, 1956			

Sales for 12 months ending May 31, 1956, _____ Mcf.

The Commission orders: Rate schedules reflecting the reduction from eight percent (8%) to seven percent (7%) in the occupation tax of the State of Texas as of September 1, 1956, if filed on or before October 1, 1956, may be filed on less than the 30 days' notice requirement of section 4 (d) of the Natural Gas Act and in accordance with the findings of this order.

Issued: June 14, 1956.

By the Commission.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 56-4816; Filed, June 19, 1956; 8:46 a. m.]

[Docket No. G-10565]

C. W. ALEXANDER ET AL.

ORDER SUSPENDING PROPOSED CHANGES IN RATES

C. W. Alexander, et al. (Applicant), on May 21, 1956, tendered for filing proposed changes in presently effective rate schedules for sales subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges, are contained in the following designated filing which is proposed to become effective on the date shown:

Description	Purchaser	Rate schedule designation	Effective date[1]
Statement, undated	United Gas Pipe Line Co.	Supplement No. 1 to Applicants FPC Gas Rate Schedule No. 1.	June 21, 1956

[1] The stated effective date is the first day after expiration of the required 30 days' notice, or the effective date proposed by Applicant if later.

The increased rates and charges proposed in the aforesaid filing have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds: It is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed changes, and that the above-designated supplement be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority contained in sections 4 and 15 of the Natural Gas Act and the Commission's general rules and regulations (18 CFR Chapter I), a public hearing be held upon a date to be fixed by notice from the Secretary concerning the lawfulness of said proposed changes in rates and charges; and, pending such hearing and decision thereon, the above-designated supplement be and the same hereby is suspended and the use thereof deferred until November 21, 1956, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(B) Neither the supplement hereby suspended, nor the rate schedule sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the period of suspension has expired, unless otherwise ordered by the Commission.

(C) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

Issued: June 13, 1956.

By the Commission.

[SEAL] LEON M. FUQUAY, *Secretary.*

[F. R. Doc. 56-4818; Filed, June 19, 1956; 8:47 a. m.]

HOUSING AND HOME FINANCE AGENCY

Public Housing Administration

DELEGATION RELATING TO GALVESTON PROJECTS

Charles M. Cormack is hereby authorized to exercise all the powers, authorities, duties, and functions of the Commissioners of the Public Housing Administration with respect to the low-rent housing projects of the Housing Authority of the City of Galveston identified as Projects Tex-17-1, Oleander Homes, 17-2, Palm Terrace, 17-3, Magnolia Homes, 17-4, 17-5, 17-6, all of which are known as Cedar Terrace.

The powers delegated herein may not be redelegated. However, they may be exercised by a person designated to serve in an "Acting" capacity during absence from duty of the said Charles M. Cormack, who is authorized to designate any person under his supervision to serve in an "Acting" capacity, for periods not exceeding 30 days, during his absence.

Date approved: June 18, 1956.

[SEAL] CHARLES E. SLUSSER, *Commissioner.*

[F. R. Doc 56-4903; Filed, June 19, 1956; 11:55 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 7-3478]

COLUMBIA GAS SYSTEM, INC., ET AL.

ORDER AUTHORIZING OPEN-ACCOUNT ADVANCES BY PARENT COMPANY TO FIVE OF ITS SUBSIDIARIES, SALE OF INSTALLMENT NOTES AND COMMON STOCK BY THREE SUBSIDIARIES AND ACQUISITION THEREOF BY PARENT

JUNE 13, 1956.

In the matter of The Columbia Gas System, Inc., The Ohio Fuel Gas Comany, Atlantic Seaboard Corporation, Central

Kentucky Natural Gas Company, The Manufacturers Light and Heat Company, Home Gas Company, et al.; File No. 70-3478.

The Columbia Gas System, Inc. ("Columbia"), a registered holding company, and certain of its wholly owned subsidiaries, including The Ohio Fuel Gas Company ("Ohio Fuel"), Atlantic Seaboard Corporation ("Seaboard"), Central Kentucky Natural Gas Company ("Central Kentucky"), The Manufacturers Light and Heat Company ("Manufacturers") and Home Gas Company ("Home") have filed a joint application-declaration and an amendment thereto pursuant to sections 6 (b), 9, 10, 12 (b) and 12 (f) of the Public Utility Holding Company Act of 1935 ("act") and Rules U-43 and U-45 thereunder, including therein, inter alia, the following proposed transactions:

Financing construction requirements. Said subsidiary companies are engaged in construction programs which will require expenditures and the raising of new money in 1956 as follows:

Company	Estimated construction expenditures	New money requirements [1]
Ohio Fuel	$21,356,608	$16,000,000
Seaboard	9,327,000	5,900,000
Central Kentucky	1,146,100	800,000
Total	31,829,708	22,700,000

[1] The additional capital necessary to complete the construction programs will be obtained from internal sources of the respective companies.

It is proposed that the new money required by the respective subsidiary companies will be obtained by their issuance and sale to Columbia of either shares of their common stock or installment promissory notes or both, in amounts as follows:

Company	Common stock			Installment notes—aggregate amount not to exceed—
	Number of common shares	Par value	Aggregate amount	
Ohio Fuel	140,000	$45	$6,300,000	$9,700,000
Seaboard	100,000	25	2,500,000	3,400,000
Central Kentucky				800,000
Total			8,800,000	13,900,000

The Installment Notes will be unsecured and will be dated when issued. The principal amounts will be due in 25 equal annual installments on February 15 of each of the years 1958 to 1982 inclusive. Interest will be payable semiannually at the rate of 3.9 percent per annum, which is the approximate cost of money to Columbia on its last sale of debentures.

The securities will be issued and sold periodically when and to the extent that funds are required for the purposes stated. With respect to each of the companies issuing Common Stock, Columbia will first purchase Common stock up to the amounts above set forth and thereafter will purchase Installment Notes; but none of the Common Stock or Installment Notes will be purchased after March 31, 1957.

Of approximately $40,000,000 realized by Columbia from its sale of Series F debentures in April 1956, $25,000,000 was applied in discharging an outstanding bank loan, leaving approximately $15,000,000 available to meet the New Money Requirements of $22,700,000 aforesaid. In a prior filing (File No. 70-3454) Columbia stated that the remaining New Money Requirements of approximately $7,700,000, plus other system requirements estimated at $25,300,000, will be provided by means of future bank loans, the sale of additional debentures, or some combination thereof.

Financing gas inventory requirements. The aforesaid subsidiary companies operate facilities for the underground storage of natural gas, which is purchased during the off-peak seasonal periods. Columbia proposes to advance to these subsidiaries, on open account, such amounts as they may require during 1956 for the purchase of current inventory gas, not to exceed the following aggregate amounts:

Manufacturers	$6,600,000
Ohio Fuel	16,000,000
Seaboard	600,000
Central Kentucky	300,000
Home	1,500,000
Total	25,000,000

Such advances will be repayable in three equal installments on February 25, March 25, and April 25, 1957, with interest at the rate of 3½ percent per annum, which rate is the same as that which Columbia has agreed to pay on bank loans to be consummated for the procurement of the required funds. The borrowing by Columbia is the subject of a separate declaration (File No. 70-3479).

The aggregate fees and expenses to be paid by the aforesaid companies in connection with the proposed thransactions are estimated at $11,130 including Federal original issue taxes $9,680, services of Columbia Gas System Service Corporation $600 (or $100 for each company involved), and miscellaneous expenses $850 (including legal fees of $200 to be paid by Manufacturers).

Authorization for the issuance and sale of the securities as proposed was obtained by two of the five subsidiary companies from the regulatory commissions of the States in which such companies are organized and doing business, as follows:

Company and State Commission

Ohio Fuel; Public Utilities Commission of Ohio.

Central Kentucky; Kentucky Public Service Commission.

Other transactions proposed in said joint application-declaration involving certain additional open-account advances and the issuance and sale of securities by various Columbia subsidiaries require approvals of State commissions, which have not yet been secured.

Due notice having been given of the filing of said joint application-declaration, and a hearing not having been requested of or ordered by the Commission; and the Commission finding, with respect to the transactions specifically described herein, that the applicable provisions of the act and the rules promulgated thereunder are satisfied and that no adverse findings are necessary, and deeming it appropriate in the public interest and in the interest of investors and consumers that the joint application-declaration, as amended, be granted and permitted to become effective, forthwith, to the extent of such above described proposed transactions.

It is ordered, Pursuant to Rule U-23 and the applicable provisions of the act, that said application-declaration as amended, be, and hereby is, granted and permitted to become effective forthwith, subject to the terms and conditions prescribed in Rule U-24.

It is further ordered, That jurisdiction be, and hereby is, reserved with respect to the remaining transactions proposed in said joint application-declaration and not specifically described herein.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 56-4820; Filed, June 19, 1956; 8:48 a. m.]

[File No. 70-3482]

STANDARD SHARES, INC.

NOTICE OF FILING OF DECLARATION REGARDING PROPOSED CASH DISTRIBUTION OUT OF CAPITAL SURPLUS

JUNE 13, 1956.

Notice is hereby given that Standard Shares, Inc. ("Standard Shares"), a registered holding company, has filed a declaration pursuant to the Public Utility Holding Company Act of 1935 ("act"). Declarant has stated that section 12 of the act and Rule U-46 promulgated thereunder are applicable to the proposed transaction. All persons are referred to the declaration for a statement of the transaction therein proposed which may be summarized as follows:

Standard Shares proposes to make a cash distribution of $0.40 per share, in part out of earned surplus to the full extent thereof which at May 31, 1956, amounted to $178,857 and the balance out of capital surplus which as of the same date was $22,046,157, to each holder of record on June 29, 1956, of its outstanding 1,430,000 shares of common stock. The only outstanding obligation of Standard Shares senior to the common stock is a promissory note in the amount of $1,500,000 which matures on July 30, 1956. The Hanover Bank, the holder of the note has consented to the proposed distribution. Standard Shares states it has sufficient marketable securities to enable it to raise any balance of cash required to pay the note when it becomes due.

The declaration further states that no State commission or Federal commission, other than this Commission, has jurisdiction over the proposed cash dis-

tribution. The fees and expenses to be incurred in connection with said distribution are estimated not to exceed $1,500, including counsel fees, not in excess of $500.

Notice is further given that any interested person may, not later than June 28, 1956, at 5:30 p. m., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert, or may request that he be notified if the Commission orders a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date, said declaration, as filed or as amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act or the Commission may take such action as it may deem appropriate under the circumstances.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 56-4821; Filed, June 19, 1956; 8:48 a. m.]

[File No. 70-3479]

COLUMBIA GAS SYSTEM, INC.

ORDER AUTHORIZING SHORT-TERM BANK LOANS

JUNE 13, 1956.

The Columbia Gas System, Inc. ("Columbia"), a registered holding company, has filed with this Commission a declaration and an amendment thereto pursuant to sections 6 and 7 of the Public Utility Holding Company Act of 1935 ("act") regarding the following proposed transaction:

Columbia proposes to borrow $35,000,000 in aggregate amount from eighteen commercial banks, as follows:

Bank	*Amount*
Guaranty Trust Co. of New York	$10,910,000
Chemical Corn Exchange Bank	4,200,000
Mellon National Bank & Trust Co	4,200,000
Bankers Trust Co	2,500,000
The First National City Bank of New York	2,500,000
Irving Trust Co	2,000,000
The Hanover Bank	2,000,000
J. P. Morgan & Co., Inc	1,500,000
Manufacturers Trust Co	1,500,000
Peoples First National Bank & Trust Co	900,000
Brown Brothers, Harriman & Co	750,000
Fidelity Trust Co	600,000
The Ohio National Bank of Columbus	450,000
The Union National Bank of Pittsburgh	300,000
The Charleston National Bank	240,000
The Kanawha Valley Bank	240,000
The First Huntington National Bank	120,000
First-City National Bank of Binghamton	90,000
Total	35,000,000

Loans will be made and mature in accordance with this schedule:

To be borrowed on or before—	To mature	Amount
July 13, 1956	Feb. 28, 1957	$10,000,000
Aug. 15, 1956	Mar. 29, 1957	15,000,000
Sept. 14, 1956	Apr. 30, 1957	10,000,000

Each borrowing will be apportioned ratably among the participating banks. The loans will be evidenced by unsecured notes bearing interest at the rate of 3½ percent per annum (the prime rate at the time the loans were negotiated), payable three months after the date of each respective note and at maturity or at earlier payment. Notes may be prepaid in whole or in part, in order of maturity, without penalty on ten days notice, except that prepayments may not be made with funds borrowed from banks at a lower interest rate.

Pursuant to a separate filing (70-3478), Columbia will advance the borrowed funds to six of its subsidiaries which operate facilities for the underground storage of natural gas, in order to finance their purchases of inventory gas. Funds for repayment of the bank loans will become available to Columbia as said subsidiaries repay the advances with proceeds of the sale of gas withdrawn from storage.

It is requested that the Commission's order herein be made effective upon issuance.

Due notice having been given of the filing of said declaration, and a hearing not having been requested of or ordered by the Commission; and the Commission finding that the applicable provisions of the act and rules promulgated thereunder are satisfied and that no adverse findings are necessary and deeming it appropriate in the public interest and in the interest of investors and consumers that said declaration as amended be permitted to become effective forthwith:

It is ordered, Pursuant to Rule U-23 and the applicable provisions of the act, that said declaration as amended, be, and hereby is, permitted to become effective forthwith, subject to the terms and conditions prescribed in Rule U-24.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 56-4822; Filed, June 19, 1956; 8:48 a. m.]

[File No. 70-3486]

NORTHAMPTON GAS LIGHT CO. AND NEW ENGLAND ELECTRIC SYSTEM

NOTICE OF PROPOSED ISSUANCE AND SALE OF COMMON STOCK BY SUBSIDIARY AND ACQUISITION THEREOF BY PARENT

JUNE 14, 1956.

Notice is hereby given that New England Electric System ("NEES"), a registered holding company, and its public-utility subsidiary, Northampton Gas Light Company ("Northampton"), have filed a joint application pursuant to the Public Utility Holding Company Act of 1935 ("act"), designating sections 6 (b), 9 (a) and 10 of the act as applicable to the proposed transactions, which are summarized as follows:

Northampton, which now has outstanding 12,778 shares of capital stock (par value $25 per share), proposes to issue and sell for cash 6,000 additional shares at the price of $55 a share, as fixed by its directors, or a total cash consideration of $330,000. NEES, the sole stockholder of Northampton, proposes to acquire the additional shares, and in payment therefor to use available treasury funds. The proceeds from the sale of the additional shares will be applied by Northampton to the payment of a like amount of notes payable to NEES.

Northampton and NEES desire to consummate the transactions in order to finance permanently a portion of the capitalizable additions to Northampton's plant through the issuance of equity securities.

The Department of Public Utilities of Massachusetts, in which State Northampton is organized and doing business, has authorized the issuance and sale of the additional shares.

Total expenses of Northampton are estimated at $1,740 and of NEES at $300.

Notice is further given that any interested person may, not later than July 5, 1956, at 5:30 p. m., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law, if any, raised by said application which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date, said application, as filed or as amended, may be granted as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100, or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 56-4823; Filed, June 19, 1956; 8:48 a. m.]

[File No. 70-3473]

CONSOLIDATED NATURAL GAS CO. ET AL.

NOTICE OF FILING REGARDING PROPOSED BANK BORROWINGS AND ISSUANCE AND SALE BY PARENT OF DEBENTURES AT COMPETITIVE BIDDING; ISSUANCE BY SUBSIDIARIES OF SHORT-TERM AND LONG-TERM NOTES AND ACQUISITION THEREOF BY PARENT

JUNE 14, 1956.

In the matter of Consolidated Natural Gas Company, The East Ohio Gas Company, Hope Natural Gas Company, The Peoples Natural Gas Company, New York State Natural Gas Corporation, The River Gas Company; File No. 70-3473.

Notice is hereby given that Consolidated Natural Gas Company ("Consolidated"), a registered holding company, and its wholly owned subsidiaries, The East Ohio Gas Company ("East Ohio"), Hope Natural Gas Company ("Hope"), The Peoples Natural Gas Company ("Peoples"), New York State Natural Gas Corporation ("New York State") and The River Gas Company ("River"), have filed a joint application-declaration and amendments thereto pursuant to the provisions of the Public Utility Holding Company Act of 1935 ("act") and rules thereunder. The companies have designated sections 6 (a), 6 (b), 7, 9 (a), 10, 12 (b) and 12 (f) of the act and Rules U-45 and U-50 thereunder as applicable to the proposed transactions which are summarized as follows:

Consolidated proposes to provide funds to meet the construction requirements of its subsidiaries for 1956 by means of a debenture issue and loans from banks as indicated below.

Consolidated will issue promptly after this declaration becomes effective, a public invitation for sealed written bids for the purchase of $30,000,000 principal amount of its __ percent Debentures due 1981. Consolidated contemplates receiving bids on July 25, 1956, and if a bid is accepted the debentures will be dated August 1, 1956, and mature on August 1, 1981. A sinking fund of $1,000,000 will start at the beginning of the 6th year of the issue and increase to $1,500,000 at the beginning of the 21st year, thus leaving $7,500,000 of the debentures payable at maturity.

Following the issuance of the debentures, Consolidated will loan to its subsidiaries an aggregate of $29,600,000 in connection with which the subsidiaries will issue long-term non-negotiable notes bearing interest rates predicated upon and substantially equal to the cost of money to Consolidated through the issuance of the debentures. The loans are to be made from time to time up to December 31, 1956, as funds are required and are to be evidenced by notes with serial maturities, in varying amounts, on or prior to July 31, 1981, as follows:

East Ohio	$10,000,000
Hope	4,000,000
Peoples	4,500,000
New York State	11,000,000
River	100,000
Total	29,600,000

East Ohio and New York State will issue $2,500,000 and $1,500,000, respectively, of the above long-term notes in repayment of short-term loans for construction made by Consolidated in 1955.

As a standby arrangement and pending completion of the above financing Consolidated proposes to borrow, as required, up to $30,000,000 from banks before the debenture financing takes place. This borrowing would be made on a promissory note or notes having a maturity of one year or less from July 1, 1956, without collateral at the prime interest rate and with a repayment privilege upon five days' notice. Consolidated presently plans to borrow $10,000,000 on July 1, 1956, under this arrangement and to repay such amount on August 15, 1956, out of the proceeds of the sale of the debenture issue on August 1, 1956.

If Consolidated should postpone the issue and sale of the debentures beyond August 1, 1956, Consolidated would obtain additional amounts from the banks as required on various dates to September 30, 1956, up to the total of $30,000,000. The total amount borrowed on such bank loans would be repaid from the proceeds of the debenture issue when sold.

Consolidated proposes to use the funds obtained from these bank loans to make short-term standby loans to its subsidiaries up to the same amounts as is indicated above on notes of one year maturity or less from the date the first note is issued by each company, with interest at the prime interest rate obtained by Consolidated on its related bank loan, said notes to be issued from time to time as funds are needed, up to December 31, 1956. The amounts borrowed by the subsidiaries on the short-term standby loans will be repaid through the issuance of their long-term notes upon completion of Consolidated's proposed sale of debentures.

Consolidated also proposes to provide funds to finance seasonal storage gas purchases by its subsidiaries through borrowing $25,000,000 from banks on various dates between the period September 15, 1956, and December 31, 1956. These funds will be obtained through the issuance of an unsecured promissory note or notes, at the prime interest rate, maturing one year from the date of the first borrowing with a repayment privilege upon five days' notice.

The funds thus obtained together with treasury funds will be loaned to Consolidated's subsidiaries on notes of one year or less from the date of the first note issued by each subsidiary with interest at the prime rate obtained by Consolidated and in the following amounts:

East Ohio	$6,000,000
Hope	5,500,000
New York Natural	14,000,000
Peoples	1,000,000
Total	26,500,000

The banks from which Consolidated proposes to borrow and the amounts to be borrowed from each bank are as follows:

Banks	$30,000,000 standby loan	$25,000,000 gas storage loan	Total
The Chase Manhattan Bank (New York)	$10,000,000	$8,200,000	$18,200,000
The National City Bank of Cleveland (Ohio)	2,000,000	2,000,000	4,000,000
Bankers Trust Co. (New York)	1,600,000	1,200,000	2,800,000
Guaranty Trust Co. of New York	1,600,000	1,200,000	2,800,000
J. P. Morgan & Co., Inc. (New York)	1,600,000	1,200,000	2,800,000
Chemical Corn Exchange Bank (New York)	1,600,000	1,200,000	2,800,000
The First National City Bank of New York	1,600,000	1,200,000	2,800,000
The Hanover Bank (New York)	1,600,000	1,200,000	2,800,000
Irving Trust Co. (New York)	1,600,000	1,200,000	2,800,000
Manufacturers Trust Co. (New York)	1,600,000	1,200,000	2,800,000
Mellon National Bank & Trust Co. (Pittsburgh, Pa.)	1,350,000	1,250,000	2,600,000
Union Bank of Commerce (Cleveland, Ohio)	1,050,000	1,250,000	2,300,000
Peoples First National Bank & Trust Co. (Pittsburgh, Pa.)	1,100,000	1,100,000	2,200,000
The Union National Bank of Pittsburgh (Pennsylvania)	400,000	400,000	800,000
First National Bank, Akron (Ohio)	200,000	150,000	350,000
The Dime Bank (Akron, Ohio)	200,000	100,000	300,000
The Firestone Bank (Akron, Ohio)	150,000	100,000	250,000
First National Bank of Canton (Ohio)	100,000	100,000	200,000
The Harter Bank & Trust Co. (Canton, Ohio)	100,000	100,000	200,000
The Mahoning National Bank (Youngstown, Ohio)	100,000	100,000	200,000
Union National Bank (Youngstown, Ohio)	100,000	100,000	200,000
The Dollar Savings & Trust Co. (Youngstown, Ohio)	100,000	100,000	200,000
The Empire National Bank of Clarksburg (West Virginia)	75,000	75,000	150,000
The Union National Bank of Clarksburg (West Virginia)	75,000	75,000	150,000
The Canton National Bank (Ohio)	50,000	50,000	100,000
United States National Bank in Johnstown (Pennsylvania)	50,000	50,000	100,000
Johnstown Bank & Trust Co. (Pennsylvania)	----------	50,000	50,000
Central Trust Co. (Altoona, Pa.)	----------	50,000	50,000
Total	30,000,000	25,000,000	55,000,000

The State Commissions of West Virginia, Pennsylvania and Ohio have issued orders authorizing certain of the proposed transactions by Hope, Peoples, East Ohio and River.

The fees and expenses to be incurred in connection with the above transactions are to be supplied by amendment.

Applicants-declarants request that the Commission's order or orders to be entered herein become effective upon issuance, and not later than July 2, 1956, as to the several transactions proposed by Consolidated and its subsidiaries.

Notice is further given that any interested person may, not later than June 29, 1956 at 5:30 p. m., request the Commission in writing that a hearing be held on such matters, stating the nature of his interest, the reasons for such request, and the issues of fact or law, if any, raised by said joint application-declaration which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington 25, D. C. At any time after said date said joint applicant-declaration, as filed or as amended, may be granted and permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may grant exemption from its rules as provided in Rules U-20 (a) and U-100, or take such other action as it may deem appropriate.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 56-4824; Filed, June 19, 1956; 8:48 a. m.]

SMALL BUSINESS ADMINISTRATION

[Declaration of Disaster Area 105]

WASHINGTON

DECLARATION OF DISASTER AREA

Whereas it has been reported that on or about June 2, 1956, because of the disastrous effects of floods and high winds, damage resulted to residences and business property located in certain areas in the State of Washington:

Whereas the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected; and

Whereas after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act of 1953, as amended:

Now, therefore, as Adminstrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 207 (b) (1) of the Small Business Act of 1953, as amended, may be received and considered by the Offices below indicated from persons or firms whose property situated in the following counties (including any areas adjacent to the counties below named) suffered damage or other destruction as a result of the catastrophe above referred to:

Counties of: Pacific, Wahkiakum, Cowlitz, Skamania, Clark, Klickitat, Benton, Franklin, Walla Walla.

Small Business Administration Regional Office, Burke Building, 905 Second Avenue, Seattle, Washington.

Small Business Administration Branch Office, Old U. S. Courthouse, 520 SW Morrison Street, Portland 4, Oregon.

2. No special field office will be established at this time.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to December 31, 1956.

Dated: June 5, 1956.

[SEAL] WENDELL B. BARNES,
Administrator.

[F. R. Doc. 56-4833; Filed, June 19, 1956; 8:50 a. m.]

[Declaration of Disaster Area 106]

OREGON

DECLARATION OF DISASTER AREA

Whereas it has been reported that on or about June 2, 1956, because of the disastrous effects of floods and high winds, damage resulted to residences and business property located in certain areas in the State of Oregon:

Whereas the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected; and

Whereas after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act of 1953 as amended:

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 207 (b) (1) of the Small Business Act of 1953, as amended, may be received and considered by the offices below indicated from persons or firms whose property situated in the following counties (including any areas adjacent to the counties below named) suffered damage or other destruction as a result of the catastrophe above referred to:

Counties of: Clatsop, Columbia, Multnomah, Hood River, Wasco, Sherman, Gilliam, Morrow, Umatilla, Washington, Clackamas.

Small Business Administration Regional Office, Burke Building, 905 Second Avenue, Seattle, Washington.

Small Business Administration Branch Office, Old U. S. Courthouse, 520 SW. Morrison Street, Portland 4, Oregon.

2. No special field office will be established at this time.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to December 31, 1956.

Dated: June 5, 1956.

[SEAL] WENDELL B. BARNES,
Administrator.

[F. R. Doc. 56-4834; Filed, June 19, 1956; 8:50 a. m.]

INTERSTATE COMMERCE COMMISSION

[Notice 117]

MOTOR CARRIER APPLICATIONS

JUNE 15, 1956.

Protests consisting of an original and two copies to the granting of an application must be filed with the Commission within 30 days from the date of publication of this notice in the FEDERAL REGISTER and a copy of such protest served on the applicant. Each protest must clearly state the name and street number, city and state address of each protestant on behalf of whom the protest is filed (49 CFR 1.240 and 1.241). Failure to seasonably file a protest will be construed as a waiver of opposition and participation in the proceeding unless an oral hearing is held. In addition to other requirements of Rule 40 of the general rules of practice of the Commission (39 CFR 1.40), protests shall include a request for a public hearing, if one is desired, and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests containing general allegations may be rejected. Requests for an oral hearing must be supported by an explanation as to why the evidence cannot be submitted in forms of affidavits. Any interested person, not a protestant, desiring to receive notice of the time and place of any hearing, pre-hearing conference, taking of depositions, or other proceeding shall notify the Commission by letter or telegram within 30 days of publication of this notice in the FEDERAL REGISTER. Except when circumstances require immediate action, an application for approval, under section 210a (b) of the act, of the temporary operations of Motor Carrier properties sought to be acquired in an application under section 5 (2) will not be disposed of sooner than 10 days from the date of publication of this notice in the FEDERAL REGISTER. If a protest is received prior to action being taken, it will be considered.

APPLICATIONS FOR MOTOR CARRIERS OF PROPERTY

No. MC 239 Sub 16, filed May 25, 1956, ECKLAR-MOORE EXPRESS, INC., 109 North Poplar Street, Cynthiana, Ky. Applicant's Attorney: Robert M. Pearce, 711 McClure Building, Frankfort, Ky. For authority to operate as a *common carrier*, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Lexington, Ky., and Winchester, Ky., from Lexington over U. S. Highway 60 to Winchester, and return over the same route, serving no intermediate points, as an alternate route, for operating convenience only, in connection with carrier's regular route operations between (1) Cynthiana and Lexington, Ky., (2) from Paris to Owingsville, Ky., (3) between Georgetown and Lexington, Ky., and (4) between Lexington and junction U. S. Highway 60 and U. S. Highway 421 at a point approximately three miles east of Frankfort, Ky. Applicant is authorized to conduct operations in Kentucky and Ohio.

No. MC 504 Sub 23, filed June 6, 1956, LOUIS PATZ, doing business as HARPER MOTOR LINES, 220 North McIntosh Street, Elberton, Ga. Applicant's attorney: Reuben G. Crimm, 805 Peachtree Street Building, Atlanta 5, Ga. For authority to operate as a *common carrier*, over irregular routes, transporting: *Granite*, from Elberton, Ga., and points within 15 miles of Elberton, to points in Iowa and Wisconsin. Applicant is authorized to conduct operations in Delaware, Indiana, Kentucky, Maryland, Michigan, New Jersey, New York, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, District of Columbia, Georgia, Illinois, North Carolina, South Carolina, and Missouri.

No. MC 514 Sub 3, (REVISION) CLIFFORD SKIPWORTH, doing business as UNITED WAREHOUSE AND TRANSFER, published page 3091, issue of May 9, 1956. Letter dated June 5, 1956, advises that Joe W. Worley, Attorney at Law, 309 Commerce Street, Kingsport, Tenn., has been retained as counsel for applicant.

No. MC 730 Sub 72, filed June 4, 1956, PACIFIC INTERMOUNTAIN EXPRESS CO., 299 Adeline Street, Oakland, Calif. Applicant's attorney: William B. Adams, Pacific Building, Portland 4, Oreg. For authority to operate as a *common carrier*, over irregular routes, transporting: *Cherries*, in brine, in tank vehicles, from Pleasant Grove and Provo, Utah, and points within 20 miles of each, to Hayward, Calif., and points within 7 miles thereof.

No. MC 1077 Sub 2, filed June 6, 1956, ARTHUR O. HECKERMAN, doing business as HECKERMAN TRUCKING CO., Watervale Road, R. D. 2, Manlius, N. Y. Applicant's attorney: Norman M. Pinsky, Fifth Floor Weiler Building, 407 South Warren Street, Syracuse 2, N. Y. For authority to operate as a *contract carrier*, over irregular routes, transporting: (1) *Metal partitions and component parts thereof*, used in and incidental to building construction, from Syracuse, N. Y., to points in Massachusetts, Rhode Island, Connecticut, New Jersey, Pennsylvania, New York, Maryland, Virginia, and the District of Columbia. (2) *Laundry machinery, and supplies*, from Syracuse, N. Y. to points in Virginia, except Richmond, Fort Myer, and Salem. (3) *Laundry machinery*, used and damaged, from points in Virginia, except Richmond, Fort Myer, and Salem, to Syracuse, N. Y. Applicant is authorized to conduct operations in New York, Virginia, Massachusetts, Connecticut, Rhode Island, New Jersey, Pennsylvania, Maryland, and the District of Columbia.

No. MC 3261 Sub 21, filed June 4, 1956, KRAMER BROS. FREIGHT LINES, INC., 4195 Central Avenue, Detroit 10, Mich. Applicant's attorney: Walter N. Bieneman, Guardian Building, Detroit 26, Mich. For authority to operate as a *common carrier*, transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, and commodities requiring special equipment, serving the site of the plant of the Chevrolet Division of General Motors Corporation, located approximately 6 miles southwest of Warren (Lordstown Township, Trumbull County), Ohio, as an off-route point in connection with applicant's regular route operations between Warren, Ohio, and Youngstown, Ohio, via U. S. Highway 422 and, between Akron, Ohio, and Youngstown, Ohio, via Ohio Highway 18. Applicant is authorized to conduct operations in Illinois, Ohio, Maryland, District of Columbia, New Jersey, Indiana, Michigan, Pennsylvania, New York, and Newark, Del.

No. MC 4312 Sub 1, filed June 4, 1956, EVERETT G. MILLER AND BERNEICE J. MILLER, doing business as COTTAGE GROVE EUGENE FREIGHT COMPANY, Pacific Highway North, Cottage Grove, Oreg. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between Cottage Grove, Oreg., and Disston, Oreg., from Cottage Grove over Lane County Road to Disston, and return over the same route, serving the intermediate points of Culp Creek and Dorena, Oreg. Applicant is authorized to conduct operations in Oregon.

No. MC 24379 Sub 20, filed June 6, 1956, LONG TRANSPORTATION COMPANY, a corporation, 3755 Central Avenue, Detroit, Mich. Applicant's attorney: Rex Eames, 2606 Guardian Building, Detroit 26, Mich. For authority to operate as a *common carrier*, over regular routes, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, serving the plant of the Chrysler Corporation on Ohio Highway 82 (near Macedonia, Ohio), in Twinsburg Township, Summit County, Ohio, as an off-route point in connection with applicant's regular route operations to and from Cleveland, Ohio, and the Commercial zone thereof. Applicant is authorized to conduct operations in Illinois, Indiana, Michigan, Pennsylvania, New York, Maryland, New Jersey, and the District of Columbia.

No. MC 28536 Sub 7 (amended), filed May 21, 1956, published June 6, 1956, page 3885, FOX & GINN, INC., 12 Howard Lane, Bangor, Maine. Applicant's attorney: Mary E. Kelley, 84 State Street, Boston 9, Mass. For authority to operate as a *common carrier*, over irregular routes, transporting: *New furniture, store counters* and *show cases* (uncrated), between points in Maine, on the one hand, and, on the other, points in New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, and Pennsylvania. Applicant is authorized to conduct operations in Massachusetts, Maine, and New Hampshire.

No. MC 30378 Sub 44 (amended), filed April 2, 1956, published April 11, 1956, page 2352, ASSOCIATED TRANSPORTS, INC., P. O. Box 85, Robertson, Mo. Applicant's attorney: T. D. Drury, 506 Olive Street, St. Louis 1, Mo. For authority to operate as a *common carrier* over irregular routes, transporting: *New automboiles, new trucks, new chassis* and *automobile parts and accessories* incidental to equipment of vehicles being transported, in initial movements, in driveaway and truckaway service, from Kansas City, Mo., to points in Missouri, and *damaged shipments* of the commodities specified on return movements. *RESTRICTION:* Applied-for authority to be restricted against tacking with any presently existing authority, either initial or secondary. Applicant is authorized to conduct operations in all States in the United States except Arizona, California, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, Washington, West Virginia, Wisconsin, and the District of Columbia.

No. MC 30980 Sub 3, filed June 4, 1956, CHARLES A. TARANTOLA, doing business as SOUTHAMPTON HAULING COMPANY, 4999 Fayler Avenue, St. Louis, Mo. Applicant's attorney: Joseph R. Nacy, 117 West High Street, Jefferson City, Mo. For authority to operate as a *common carrier*, over irregular routes, transporting: *Heavy machinery*, between points in Missouri, on the one hand, and, on the other, points in Iowa, Illinois, Kansas and Arkansas. Applicant is authorized to conduct operations in Arkansas, Illinois, Iowa, Kansas, and Missouri.

No. MC 41635 Sub 31, filed June 11, 1956, DEALERS TRANSPORT COMPANY, 1368 Riverside Boulevard, P. O. Box 2482, DeSoto Station, Memphis, Tenn. Applicant's attorney: Charles H. Hudson, Jr., 407 Broadway Bank Building, Nashville, Tenn. For authority to operate as a *common carrier*, over irregular routes, transporting: *Automobiles, trucks, tractors, bodies, cabs and chassis*, and *automobile show paraphernalia, equipment and supplies*, and *parts and accessories* at the same time and with the vehicle of which they are a part and on which they are to be installed, in initial movements, in truckaway and driveaway service, from points in Jefferson County, Ky. (including but not limited to Louisville), to points in New York and Pennsylvania. Applicant is authorized to conduct operations in Missouri, Tennessee, Arkansas, Mississippi, Kentucky, Louisiana, Alabama, Oklahoma, Texas, Virginia, West Virginia, Ohio, Indiana, Georgia, Florida, North Carolina, South Carolina, and Illinois.

No. MC 43468 Sub 6, filed June 4, 1956, VICTORY MOTOR FREIGHT, INC., U. S. Route 6, P. O. Box 1156, Huntington, W. Va. Applicant's attorney: Chas. T. Dodrill, West Virginia Building, Huntington, W. Va. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Compressed gases*, in cylinders, *calcium carbide, solidified carbon dioxide* (dry ice), *empty cylinders*, and *welding equipment*, between Huntington, W. Va., and points in West Virginia within 10 miles of Huntington, on the one hand, and, on the other, McClure, Va., and points within 5 miles of McClure. Applicant is authorized to conduct operations in Ohio, West Virginia and Kentucky.

No. MC 50307 Sub 18, filed June 5, 1956, INTERSTATE DRESS CARRIERS, INC., a corporation, 247 West 35th Street, New York, N. Y. Applicant's attorney: Herman B. J. Weckstein, 1060 Broad Street, Newark 2, N. J. For authority to operate as a *common carrier*, over irregular routes, transporting: *General commodities*, excluding those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment; restricted to shipments not exceeding 100 pounds in weight, between New York, N. Y., and points in New York and New Jersey within 20 miles of New York, on the one hand, and, on the other, points in Pennsylvania. Applicant is authorized to conduct operations in New York, New Jersey, Maryland, and Pennsylvania.

No. MC 54804 Sub 5, filed May 31, 1956, JOHN V. KUHN, doing business as KUHN TRUCK LINE, 146 West Fourth Street, P. O. Box 690, Dickinson, N. Dak. For authority to operate as a *common carrier*, over irregular routes, transporting: (1) *Lumber, poultry feeds and livestock feeds, fertilizers*, dry and liquid, packaged and in bulk, between points in Montana, North Dakota, South Dakota, and Minnesota, (2) *building blocks*, slag and portland cement, concrete or gypsum, with lead insulation or enforcement, glass, cinder, cement, pumice or other light-weight aggregates, between points in South Dakota, North Dakota, and Montana, (3) *uranium bearing ores*, between points in Montana, Wyoming, South Dakota, and North Dakota, (4) *briquets*, coal or lignite, from Dickinson,

N. Dak., and points within 10 miles thereof, to points in South Dakota and Montana, and (5) *agricultural machinery, implements and parts,* between points in North Dakota and Montana.

No. MC 64932 Sub 212, filed June 7, 1956, ROGERS CARTAGE CO., a corporation, 1934 South Wentworth Avenue, Chicago, Ill. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. For authority to operate as a *common carrier,* over irregular routes, transporting: *Liquid chemicals,* in bulk, in tank vehicles, as defined by the Commission, from North Aurora, Ill., to points in Illinois, Indiana, Michigan, and Ohio. Applicant is authorized to conduct operations in Alabama, Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, New Jersey, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, West Virginia, and Wisconsin.

No. MC 65451 Sub 13, (CORRECTION) published on page 4061, issue of June 13, 1956. Name of applicant shown as ALABRAM FREIGHT LINES, was in error. Correct name of applicant is: ALABAM FREIGHT LINES.

No. MC 66562 Sub 1288, filed May 15, 1956, published in the May 30, 1956 issue, page 3708, (amended) RAILWAY EXPRESS AGENCY, INCORPORATED, 219 East 42d Street, New York 17, N. Y. Applicant's attorney: William H. Marx, 219 East 42d Street, New York 17, N. Y. For authority to operate as a *common carrier,* over regular routes, transporting: *General commodities, including Class A and B explosives,* moving in express service and having an immediately prior or an immediately subsequent movement by rail or air, restricted to shipments moving on a through bill of lading or express receipt, between Paris, Ky., and Flemingsburg, Ky., from Paris over U. S. Highway 68 to junction Kentucky Highway 36, thence over Kentucky Highway 35 to junction Kentucky Highway 32, and thence over Kentucky Highway 32 to Flemingsburg, and return over the same routes, serving the intermediate point of Carlisle, Ky. Applicant is authorized to conduct operations throughout the United States.

No. MC 70451 Sub 183, filed June 7, 1956, WATSON BROS. TRANSPORTATION CO., INC., 802 South 14th Street, Omaha, Nebr. For authority to operate as a *common carrier,* over irregular routes, transporting: *Meats, meat products, and meat by-products, dairy products, articles distributed by meat packing houses, such commodities as are used by meat packers in the conduct of their business* when destined to and for use by meat packers, as defined by the Commission, and *empty containers or other such incidental facilities* (not specified) used in transporting the above-specified commodities, between Arkansas City, Kans., on the one hand, and, on the other, points in Minnesota, Nebraska, Iowa, Colorado, and Illinois.

No. MC 103993 Sub 72 (amended), filed June 1, 1956, published in the June 13, 1956 issue, on Page 4062, MORGAN DRIVE-AWAY, INC., 509 Equity Building, Elkhart, Ind. Applicant's attorney: John E. Lesow, 632 Illinois Building, 17 North Market Street, Indianapolis 4, Ind. For authority to operate as a *common carrier,* over irregular routes, transporting: (1) *Trailers,* designed to be drawn by passenger automobiles, by the truckaway method, in initial movements, from Tulare, Calif., to all points in the United States, (2) *special purpose trailers,* in initial movements, in truckaway service, from Santa Clara, Calif. to all points in the United States, and (3) *Special purpose trailers,* in secondary movements, in truckaway service, between all points in the United States. Applicant is authorized to conduct operations throughout the United States.

No. MC 107103 Sub 3, filed May 31, 1956, ROBINSON CARTAGE COMPANY, a Michigan Corporation, 2713 Chicago Drive SW. (mailing address Roosevelt Square, Box 12), Grand Rapids, Mich. Applicant's attorney: Walter N. Bieneman, Guardian Building, Detroit 26, Mich. For authority to operate as a *common carrier,* over irregular routes, transporting: *Commodities,* the transportation of which, because of size or weight, require the use of special equipment and of *related machinery parts* and *related contractors' materials and supplies* when their transportation is incidental to the transportation by applicant of commodities which, by reason of size or weight, require the use of special equipment, between points in the lower peninsula of Michigan on and west of U. S. Highway 27, and on and north of the southern boundary lines of Allegan, Barry, and Eaton Counties, on the one hand, and, on the other, points in Illinois and Wisconsin. Applicant is authorized to conduct operations in Indiana, Michigan, and Ohio.

No. MC 107496 Sub 77, filed May 21, 1956, RUAN TRANSPORT CORPORATION, 408 SE. 30th Street, Des Moines, Iowa. Applicant's attorney: Homer E. Bradshaw, Suite 510 Central National Building, Des Moines 9, Iowa. For authority to operate as a *common carrier,* over irregular routes, transporting: *Petroleum and petroleum products,* in bulk, in tank vehicles, *fertilizers, anhydrous ammonia, aqua ammonia, urea and urea feed mixture, fertilizer ingredients* and *fertilizer ammoniating solutions,* in bulk, in tank or hopper vehicles, between points in Wisconsin, on the one hand, and, on the other, points in Michigan. Applicant is authorized to conduct operations in Iowa, Illinois, Wisconsin, Minnesota, Missouri, and Nebraska.

No. MC 107515 Sub 227, filed May 21, 1956 (Amended), published on page 3888, issue of June 6, 1956, REFRIGERATED TRANSPORT CO., INC., 290 University Avenue SW., Atlanta 10, Ga. Applicant's attorney: Allan Watkins, Grant Building, Atlanta 3, Ga. For authority to operate as a *common carrier,* over irregular routes, transporting: *Meats, packing house products, and articles distributed by packing houses,* as defined by the Commission, from Green Bay, Wis., to points in Alabama, Georgia, Florida, and Mississippi. Applicant is authorized to conduct operations in Ohio, Oklahoma, Georgia, North Carolina, South Carolina, Florida, Alabama, Mississippi, Louisiana, Tennessee, Wisconsin, Missouri, and Texas.

No. MC 107871 Sub 6, filed June 6, 1956, BONDED FREIGHTWAYS, INC., 347 West Jefferson Street, Syracuse, N. Y. Applicant's attorney: Norman M. Pinsky, 5th Floor Weiler Building, 407 South Warren Street, Syracuse 2, N. Y. For authority to operate as a *common carrier,* over irregular routes, transporting: *Asphalt,* in bulk, in insulated and non-insulated tank vehicles, with and without heating units, between points in Albany and Rensselaer Counties, N. Y., on the one hand, and, on the other, points in Massachusetts, Connecticut, and Vermont.

No. MC 107906 Sub 12, filed May 11, 1956, TRANSPORT MOTOR EXPRESS, INC., P. O. Box 958, Meyer Road, Fort Wayne, Ind. Applicant's attorney: Carl L. Steiner, 39 South La Salle Street, Chicago 3, Ill. For authority to operate as a *common carrier,* over regular routes, transporting: *General commodities,* except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment, (1) between Chicago, Ill. and Erie, Pa. (a) from Chicago over U. S. Highway 41 to junction U. S. Highway 6, thence over U. S. Highway 6 to Bryan, Ohio, thence over Ohio Highway 127 to Ohio Turnpike Interchange No. 2, thence over the Ohio Turnpike to Interchange No. 4 at Maumee, Ohio, thence over U. S. Highway 24 to Toledo, Ohio, thence over U. S. Highway 120 to junction U. S. Highway 20, and thence over U. S. Highway 20 to Erie, Pa. and return over the same routes, serving the intermediate points of Toledo and Cleveland, Ohio. (Applicant holds authority to serve all intermediate points from Chicago, Ill. to Ligonier, Ind.). (b) from Chicago over U. S. Highway 41 to junction U. S. Highway 6, thence over U. S. Highway 6 to Fremont, Ohio, thence over U. S. Highway 20 to Erie, Pa., and return over the same routes, serving the intermediate point of Cleveland, Ohio. (Applicant holds authority to serve all intermediate points from Chicago, Ill. to Ligonier, Ind.). (2) between Chicago, Ill. and Toledo, Ohio, from Chicago over U. S. Highway 41 to junction U. S. Highway 6, thence over U. S. Highway 6 to junction U. S. Highway 33, thence over U. S. Highway 33 to Fort Wayne, Ind., and thence over U. S. Highway 24 to Toledo, and return over the same route; (3) between Chicago, Ill. and Pittsburgh, Pa., from Chicago over U. S. Highway 41 to junction U. S. Highway 30, thence over U. S. Highway 30 to Fort Wayne, Ind., thence over U. S. Highway 30 to Delphos, Ohio, thence over U. S. Highway 30-S to Kenton, Ohio, thence over Ohio Highway 31 to Marysville, Ohio, thence over U. S. Highway 33 to Columbus, Ohio, thence over U. S. Highway 40 to Zanesville, Ohio, and thence over U. S. Highway 22 to Pittsburgh, Pa. and return over the same routes, serving the intermediate points of Fort Wayne, Ind., Columbus, Ohio, Weirton, W. Va. and those on U. S. Highway 30 between Fort Wayne, Ind. and Delphos, Ohio; (4) between Columbus, Ohio, and Wheeling, W. Va., from Columbus over U. S. Highway 40 to Wheeling, and return over the

same route; (5) between Pittsburgh, Pa. and Cleveland, Ohio, from Pittsburgh over Pennsylvania Highway 88 to Rochester, Pa., thence over Pennsylvania Highway 51 to the Pennsylvania-Ohio State line, thence over Ohio Highway 14 to Salem, Ohio, thence over Ohio Highway 14 to Cleveland, and return over the same route, serving the intermediate point of Salem, Ohio; (6) between Chicago, Ill. and New Castle, Pa., (a) from Chicago over routes described in (1) (a) to Cleveland, Ohio, thence over U. S. Highway 422 to New Castle, Pa. and return over the same routes, serving the intermediate points of Youngstown, Toledo, and Cleveland, Ohio; (b) from Chicago over routes described in (2) to Fort Wayne, Ind. thence over U. S. Highway 30 to Delphos, Ohio, thence over U. S. Highway 30–N to junction U. S. Highway 30, thence over U. S. Highway 30 to Canton, Ohio, thence over U. S. Highway 62 to Salem, Ohio, thence over Ohio Highway 14 to junction Ohio Highway 170, thence over Ohio Highway 170 to junction Pennsylvania Highway 108, thence over Pennsylvania Highway 108 to New Castle, and return over the same routes, serving the intermediate point of Salem, Ohio; (7) between Chicago, Ill. and Youngstown, Ohio, from Chicago over routes described in (6) (b) to Salem, Ohio, and thence over U. S. Highway 62 to Youngstown, and return over the same routes, serving the intermediate point of Salem, Ohio; (8) between Chicago, Ill. and Xenia, Ohio, (a) from Chicago over routes described in (2) to Fort Wayne, Ind., thence over U. S. Highway 33 to St. Mary's, Ohio, thence over Ohio Highway 66 to junction U. S. Highway 25, thence over U. S. Highway 25 to junction U. S. Highway 40, thence over U. S. Highway 40 to junction Ohio Highway 69, thence over Ohio Highway 69 to junction Ohio Highway 235, thence over Ohio Highway 235 to Xenia, Ohio, and return over the same routes; (b) from Chicago over routes described in (2) to Fort Wayne, Ind., thence over U. S. Highway 30–S to junction Ohio Highway 68, thence over Ohio Highway 68 to Xenia, Ohio, and return over the same routes; (9) between Chicago, Ill. and Cleveland, Ohio, from Chicago to Ohio Turnpike Interchange No. 2 as described in (1) (a) above, thence over the Ohio Turnpike to Interchange No. 10, thence over Ohio Highway 10 to Cleveland, and return over the same route; (10) between Chicago, Ill. and Youngstown, Ohio, from Chicago as described in (1) (a) to Ohio Turnpike Interchange No. 2, thence over the Ohio Turnpike to Interchange No. 15, and thence over Ohio Highway 18 to Youngstown, and return over the same route. Applicant is authorized to conduct operations in Illinois, Indiana, Ohio, and Pennsylvania, and West Virginia.

NOTE: Applicant is authorized to serve Xenia, Cleveland, Toledo, Youngstown, and Columbus, Ohio; Weirton and Wheeling, W. Va. and New Castle and Erie, Pa. as off-route points in connection with its regular route authority between Pittsburgh, Pa. and Chicago, Ill. and by this application seeks to change its operation. No authority is sought to serve any intermediate points between Chicago and Fort Wayne on routes described in (3).

No. MC 108543 Sub 5, filed June 4, 1956, G. C. HINRICHS, doing business as HINRICHS TRUCK LINE, 723 Seventh Street, Ida Grove, Iowa. Applicant's representative: William A. Landau, 1307 East Walnut Street, Des Moines 16, Iowa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Agricultural machinery and implements*, hand, and other than hand, and *parts thereof*, (1) from Kewanee, Ill. to points in Colorado, Kansas, Missouri, New Mexico, Texas, Oklahoma, Arkansas, and Louisiana; (2) from Kewanee, Ill. to points in Iowa east of U. S. Highway 169, those in Minnesota on and south of U. S. Highways 10 and 210 from Moorhead, Minn. to Duluth, Minn., points in South Dakota west of U. S. Highway 83, and points in Nebraska and North Dakota. Applicant is authorized to conduct operations in Iowa, Illinois, Minnesota, Nebraska, North Dakota, and South Dakota.

NOTE: Applicant now holds authority to transport grain elevators and harrows and parts thereof, and agricultural implements and agricultural machinery from Kewanee, Ill., to points in Iowa east of U. S. Highway 169, those in Minnesota on and south of U. S. Highways 10 and 210 from Moorhead, Minn. to Duluth, Minn., points in South Dakota west of U. S. Highway 83, and points in Nebraska and North Dakota.

No. MC 108671 Sub 12, filed June 5, 1956, TARBET TRUCKING, INC., 311 East 18th Street, Muncie, Ind. Applicant's attorney: Howell Ellis, 520 Illinois Building, Indianapolis, Ind. For authority to operate as a *common carrier* transporting: *General commodities*, except those of unusual value, Class A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, serving the site of the Ford Motor Co., plant, Lincoln Division, located at the intersection of Michigan Highway 218 and unnumbered highway (Wixom Road and West Lake Drive), in Novi Township, Oakland County, Mich., near the village of Wixom, as an off-route point in connection with applicant's regular route operations to and from Detroit, Mich. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, Michigan, Missouri, New York, Ohio, and Pennsylvania.

No. MC 109451 Sub 58 (Correction), ECOFF TRUCKING, INC., published on page 4063, issue of June 13, 1956. The commodity description sought should not be restricted to in bulk, in tank vehicles.

No. MC 110461 Sub 2, filed June 5, 1956, CARLTON REAY ALLENDER, doing business as CARGO TRANSPORT, 1920 Chesapeake Avenue, Baltimore, Md. Applicant's attorney: Glenn F. Morgan, 1005–1008 Warner Building, Washington 4, D. C. For authority to operate as a *common carrier*, over irregular routes, transporting: *Tanks*, metal, used for storage purposes, between Baltimore, Md., on the one hand, and, on the other, points in Alabama, Connecticut, Florida, Georgia, Illinois, Indiana, Iowa, Maine, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, Rhode Island, Vermont and Wisconsin. Applicant is authorized to conduct operations in Maryland, Ohio, Pennsylvania, North Carolina, South Carolina, Tennessee, Virginia, West Virginia, and the District of Columbia.

No. MC 110698 Sub 73 (Correction), MILLER MOTOR LINE OF NORTH CAROLINA INCORPORATED, J. Archie Cannon, Jr., Successor Trustee, published on page 4064, issue of June 13, 1956. Docket No. incorrectly published as 1160698 Sub 73.

No. MC 111557 Sub 15, filed June 4, 1956, KARL E. MOMSEN, doing business at MOMSEN TRUCKING CO., Routes 71 and 18 North, Spencer, Iowa. For authority to operate as a *common carrier*, over irregular routes, transporting: *Fresh meats*, in carcasses, partial carcasses, or packages, from Spencer, Iowa to Joliet, Ill. Applicant is authorized to conduct operations in Iowa and Minnesota.

No. MC 112173 Sub 8, filed June 4, 1956, BOYD E. RICHNER, INC., 404 Third Avenue, Durango, Colo. Applicant's attorneys: Stockton, Linville and Lewis, The 1650 Grant Street Building, Denver 3, Colo. For authority to operate as a *common carrier*, over irregular routes, transporting: *Soda ash*, from the site of the Westvaco Plant, near Green River, Wyo., to Shiprock, N. Mex., Moab and Monticello, Utah, and points within five (5) miles of each.

No. MC 112822 Sub 7, (Amended) filed April 25, 1956, published page 3711, issue of May 30, 1956, EARL BRAY, INC., Lenwood and North Street, P. O. Box 910, Cushing, Okla. Applicant's attorney: Erle W. Francis, Veterans of Foreign Wars Building, 214 West Sixth Street, Topeka, Kans. For authority to operate as a *common carrier*, over irregular routes, transporting: *Petroleum products*, in bulk, in tank vehicles, from Ponca City, Okla., and points in Kay County, Okla., to points in Arkansas, Illinois, Iowa, Kentucky, Minnesota, Nebraska, Tennessee, South Dakota, and Missouri (except points in that part of Missouri south of U. S. Highway 36 and west of a line beginning at Macon, Mo., and extending along U. S. Highway 63 to Jefferson City, Mo., thence along U. S. Highway 54 to Camdenton, Mo., thence along Missouri Highway 5 to Lebanon, Mo., thence along U. S. Highway 66 to Springfield, Mo., and thence along U. S. Highway 65 to the Missouri-Arkansas State line), and *damaged shipments* of the above specified commodities, on return. Applicant is authorized to conduct operations in Oklahoma, Kansas, Missouri, and Arkansas.

No. MC 113832 Sub 9, filed June 6, 1956, SCHWERMAN TRUCKING CO., a corporation, 620 South 29th Street, Milwaukee 46, Wis. Applicant's attorney: Adolph E. Solie, 715 First National Bank Building, Madison 3, Wis. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Residual fuel oil*, in bulk, in tank vehicles, from Stickney, Ill., and East Chicago, Ind., to points in Wisconsin on and south of a line beginning at Port Washington and extending along Wisconsin Highway 33 to Beaver Dam, thence along U. S. Highway 151 to Columbus, thence along Wisconsin Highway 60 to its junction with

Wisconsin Highway 80, and on and east of Wisconsin Highway 80 from its junction with Wisconsin Highway 60 to the Wisconsin-Illinois State Line.

No. MC 113855 Sub 7 (Correction) published on page 3712, issue of May 30, 1956. The territorial description sought should read from points in North Dakota, South Dakota, Iowa, Illinois and Wisconsin to ports of entry on the International Boundary Line between the United States and Canada, located in Minnesota, between Minnesota and the Province of Ontario, in foreign commerce only.

No. MC 114913 Sub 3, filed April 20, 1956, (Amended), published May 2, 1956, on Page 2906, CLAUDE BUTLER, doing business as BUTLER TRUCKING CO., Box 406, Show Low, Ariz. Applicant's attorneys: Joseph M. Montoya, Lensic Building, Suite 14, Santa Fe, N. Mex., and J. Hubert Smith, P. O. Box 21, Show Low, Ariz. For authority to operate as a *common carrier*, over irregular routes, transporting: *Lumber*, from Show Low, Ariz., to Alamogordo, N. Mex., and *empty containers or other such incidental facilities* (not specified) used in transporting the commodity specified in this application on return movements.

NOTE: Applicant states that service will be made as M. R. Prestridge Lumber Company of Alamogordo, N. Mex., may from time to time designate.

No. MC 115615 Sub 2, filed June 1, 1956, JOSHUA J. MITCHELL, Box 18, Quantico, Md. For authority to operate as a *common carrier*, over irregular routes, transporting: *Timber, poles, lumber*, and *piling*, from the site of J. I. Wells Co., Inc., plant, near Salisbury, Md., to points in Delaware and Virginia, east of the Chesapeake Bay.

No. MC 115853 Sub 1, filed May 31, 1956, GROCERY CONTRACT CARRIERS, INC., 534 Locust, Kansas City, Mo. Applicant's attorney: Carll V. Kretsinger, Suite 1014–18 Temple Building, Kansas City 6, Mo. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Such commodities as are dealt in by wholesale and retail grocery stores*, between points in Kansas located in the Kansas City, Kans.-Kansas City, Mo., Commercial Zone, as defined by the Commission, on the one hand, and, on the other, points in that part of Missouri bounded by a line beginning at the Kansas-Missouri State line and extending along U. S. Highway 36 to junction U. S. Highway 61, thence south along U. S. Highway 61 to junction Missouri Highway 19, thence along Missouri Highway 19 to junction U. S. Highway 54, thence along U. S. Highway 54 to the Kansas-Missouri State line, and thence along the Kansas-Missouri State line to point of beginning, including points on the indicated portions of the highways specified.

No. MC 115991, filed May 11, 1956, L. S. CHERRY, 2202 N. Glenstone Street, Springfield, Mo. Applicant's attorney: Chinn and White, 808 Woodruff Building, Springfield, Mo. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Frozen and dried whole eggs, frozen and dried egg yolks*, and *frozen and dried egg albumen*, and *New York dressed and eviscerated poultry* in the same vehicles with non-exempt commodities, from Springfield, Mo., to Toledo, Navarre, Youngstown and Cleveland, Ohio, Albany and New York, N. Y., Hartford, Conn., Worcester, New Bedford and Boston, Mass., Philadelphia, Pa., and Centralia, Ill., and *empty egg containers or other such incidental facilities* used in transporting the above-specified commodities, on return movements.

No. MC 116014 filed May 31, 1956, RALPH L. OLIVER AND SCOTT OLIVER, doing business as OLIVER TRUCKING COMPANY, 1119 Buckner Street, Winchester, Ky. Applicant's attorney: Rodney J. Thompson, Haggard Building, Winchester, Ky. For authority to operate as a *common carrier*, over irregular routes, transporting: *Telephone poles* and *telegraph poles*, from Louisville, Ky., to points in Kentucky, Ohio, and Indiana.

No. MC 116022, filed May 31, 1956, MARION MOCKRY, Cedar Bluffs, Kans. Applicant's attorney: Floyd D. Strong, 214 Insurance Building, 701 Jackson Street, Topeka, Kans. For authority to operate as a *common carrier*, over a regular route, transporting: *General commodities*, except those of unusual value, Class A and B explosives, household goods as defined by the Commismission, commodities in bulk, and those requiring special equipment, when moving in express service in packages or containers not exceeding 300 pounds in weight or 96 inches in length or 12 inches in width or depth, between McCook, Nebr., and Saint Francis, Kans., from McCook over U. S. Highway 83 to Oberlin, Kans., thence west over U. S. Highway 36 to Saint Francis, and return over the same route, serving all intermediate points, and the off-route point of Wheeler, Kans.

No. MC 116030, filed June 5, 1956, THE DELIVERY COMPANY, 1701 Wicomico Street, Baltimore, Md. Applicant's attorney: Ewald E. Kundtz, 2507 Terminal Tower, Cleveland 13, Ohio. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Such commodities as are dealt in by mail order houses and retail department stores*, from Baltimore, Md. to points in Baltimore, Carroll, Montgomery, Howard, Anne Arundel, Harford, Prince Georges, Frederick, Kent, Queen Annes, and Cecil Counties, Md.; *return shipments of the above specified commodities* on return.

NOTE: This application will be processed concurrently with No. MC 116031 and No. MC–F–6302.

No. MC 116031, filed June 5, 1956, WASHINGTON DELIVERIES, INC., 1714 Second Street SW., Washington, D. C. Applicant's attorney: Ewald E. Kundtz, 2507 Terminal Tower, Cleveland 13, Ohio. For authority to operate as a *contract carrier*, over irregular routes, transporting: *Such commodities as are dealt in by mail order houses and retail department stores*, from Washington, D. C. to points in Montgomery, Queen Annes, Prince Georges, Frederick, Charles, and Calvert Counties, Md., and Fairfax, Prince William, Loudon, and Arlington Counties, Va.; *returned shipments of the above-named commodities* on return.

NOTE: This application will be processed concurrently with No. MC 116030 and No. MC–F–6302.

No. MC 116035, filed June 6, 1956, WILLIAM HENRY NIEKAMP, doing business as W. H. NIEKAMP, Route 3, Quincy, Ill. Applicant's attorney: Mack Stephenson, 208 East Adams Street, Springfield, Ill. For authority to operate as a *common carrier*, over irregular routes, transporting: *Alcoholic beverages*, from St. Louis, Mo., to Quincy, Ill.

No. MC 116040, filed June 7, 1956, MUSKIN TRUCKING CO., a Corporation, East Palestine, Ohio. Applicant's attorney: James M. Burtch, 44 East Broad Street, Columbus 15, Ohio. For authority to operate as a *common carrier*, over irregular routes, transporting: *New furniture*, uncrated, (a) From East Palestine, Ohio, to points in Kentucky, New Jersey, Wisconsin, Michigan, Illinois, Indiana, Maryland, New York, Pennsylvania, Virginia, West Virginia, North Carolina, Tennessee, District of Columbia, Boston, Mass., and Providence, R. I., (b) from the site of the Kenmar Manufacturing Co. plant approximately seven miles north of Ottumwa, Iowa, and approximately one and one-half (1½) miles west of U. S. Highway 63 to points in Nebraska, Missouri, Wisconsin, Minnesota, South Dakota, Kansas, Illinois, Indiana, Oklahoma, Colorado and Kentucky, (c) from Kent, Ohio, to points in Ohio, Indiana, Illinois, Michigan, Wisconsin, Kentucky, West Virginia, Virginia, Maryland, Delaware, Pennsylvania, New York, Connecticut, Massachusetts, Missouri, and the District of Columbia, (d) from Tyler, Tex., to points in Alabama, Arizona, Arkansas, Florida, Louisiana, Mississippi, New Mexico, Oklahoma, and points in Tennessee on and west of a line extending along U. S. Highway 45 from the Mississippi-Tennessee State line to Fairview (Madison County), Tenn., thence along U. S. Highway 45W to Union City, Tenn., thence along Tennessee Highway 21 to the Tennessee-Kentucky State line, (e) *damaged, defective, or returned shipments* from points in the above-described states and territories to East Palestine, Ohio, site of Kenmar Manufacturing Co. plant at Ottumwa, Iowa, Kent, Ohio, and Tyler, Tex. Applicant is authorized to conduct operations in the United States except California, Georgia, Idaho, Maine, Montana, Nevada, New Hampshire, North Dakota, Oregon, South Carolina, Utah, Vermont, Washington and Wyoming. Note: Applicant states "The authority requested herein is identical as to commodities and territory as now authorized by Permit MC 96568 and subs thereunder, which permit will be renounced and cancelled concurrently with the granting of this application."

No. MC 116041, filed June 7, 1956, JOE HAFNER and JOE HANSON, doing business as HAFNER and HANSON, a partnership, Breckenridge, Minn. Applicants' attorney: Harry Lashkowitz, Fargo, N. Dak. For authority to operate as a *common carrier*, over irregular routes, transporting: *Animal feed* and *poultry feed*, from St. Paul and Minneapolis, Minn., to

Wahpeton, N. Dak. and *empty containers or other such incidental facilities* (not specified), used in transporting the commodities specified in this application, on return.

APPLICATIONS FOR MOTOR CARRIERS OF PASSENGERS

No. MC 96007 Sub 11, filed June 4, 1956, KENNETH HUDSON, INC., doing business as HUDSON BUS LINES, 70 Union Street, Medford, Mass. Applicant's attorney: James H. Sullivan, 56 Maple Street, Danvers, Mass. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage* and *express, mail* and *newspapers* in the same vehicle with passengers, between Lawrence, Mass., and Manchester, N. H. from Lawrence over Massachusetts Highway 28 to the Massachusetts-New Hampshire State line; thence over New Hampshire Highway 28 to Manchester, N. H. and return over the same route serving all intermediate points. Applicant now operates under authority No. MC 96007 between Lawrence, Mass. and Salem, N. H. on Highway 28 and desires to extend this operation to Manchester, N. H. over said Highway 28, as indicated.

No. MC 116002, filed May 17, 1956, THOMAS M. GRIFFIN, 13 Broad Street, Valley Falls, R. I. For authority to operate as a *common carrier*, over irregular routes, transporting: *Passengers and their baggage* in the same vehicle with passengers, in round-trip, charter operations, beginning and ending at Central Falls, Pawtucket, Providence, Cumberland, East Providence and Lincoln, R. I., and extending to points in that part of Massachusetts bounded by a line beginning on Massachusetts Highway 12 at the Massachusetts-Connecticut State Line south of Webster, Mass., extending along Massachusetts Highway 12 to junction with Massachusetts Highway 2 near Leominster, Mass., thence along Massachusetts Highway 2 to Boston, Mass., thence along the Atlantic Coast to Cape Cod Canal at Sagamore and Bourne, Mass., and thence along the Atlantic Coast to the Massachusetts-Rhode Island State Line.

No. MC 116017 Sub 1, filed June 4, 1956, C. F. DAWKINS and BERNITA M. DAWKINS, doing business as KANSAS CITY-ATCHISON BUS LINE, 5628 Wolcott Drive, Wolcott, Kans. (Mail address Bethel, Kans.) Applicant's attorney: Erle W. Francis, Veterans of Foreign Wars Building, 214 West Sixth Street, Topeka, Kans. For authority to operate as a *common carrier*, over regular routes, transporting: *Passengers and their baggage*, and *express*, in the same vehicle with passengers, between Kansas City, Mo., and Atchison, Kans., from Kansas City, Mo., over city streets to Kansas City, Kans., thence over city streets to Parallel Road (formerly U. S. Highway 40), thence over Parallel Road to junction Parallel Road and U. S. Highway 73, thence over U. S. Highway 73 to junction of U. S. Highways 73, 24 and 40, and return over U. S. Highway 73 to Victory Junction, thence over U. S. Highway 73 to Atchison, and return over the same route to Kansas City, Mo., serving all intermediate points on the above-described highways.

APPLICATIONS FOR BROKERAGE LICENSES

No. MC 12648, filed June 4, 1956, WIDE WORLD TRAVEL SERVICE, INC., 216–218 Franklin Avenue, Gastonia, N. C. For a license (BMG 5) authorizing operations as a *broker* at Gastonia, N. C., in arranging for transportation in interstate or foreign commerce, by motor vehicle, of *Passengers and their baggage*, in the same vehicle with passengers, in round-trip special and charter all-expense tours, beginning and ending at points in Gaston County, N. C., and extending to points in the United States.

NOTE: By this application, applicant proposes to arrange and conduct religious, education, and vacation tours to all points in the United States and Canada and that emphasis will center on Church and school groups.

APPLICATIONS UNDER SECTION 5 (a) AND 210 (a) (b)

CORRECTION

No. MC–F 6295, published in the June 6, 1956, issue of the FEDERAL REGISTER on page 3893. The operating rights to be leased should read, in part, "* * * between Livingston, Tenn., and Cookeville, Tenn., * * *" in lieu of "* * * between Livingston, Tenn., and Crossville, Tenn. * * *".

No. MC–F 6300. Authority sought for merger by COLUMBIA TERMINALS COMPANY, 120 Washington Avenue, St. Louis, Mo., of the operating rights and property of SOUTHERN PLAZA EXPRESS, 1209 Washington Avenue, St. Louis 3, Mo., and CENTRAL EXPRESS, INC., 1901 Irving Boulevard, Dallas, Tex., and for acquisition by FIELDING CHILDRESS, also of St. Louis, of control of the operating rights and property through the transaction. Applicants' attorney: Clarence D. Todd, Todd & Dillon, 944 Washington Bldg., Washington 5, D. C. Operating rights sought to be merged: (SOUTHERN PLAZA EXPRESS) *General commodities*, without exception, as a *common carrier*, between Denison, Tex., and the site of the Denison Dam, and between Hulbert, Okla., and the Denison Dam, serving all intermediate points; *general commodities*, with certain exceptions including household goods, over regular routes, including routes between St. Louis, Mo., and Chicago, Ill., between St. Louis, Mo., and Kansas City, Mo., between Dallas, Tex., and San Antonio, Tex., between Belton, Tex., and Camp Hood, Tex., between Houston, Tex., and Tulsa, Okla., and between Oklahoma City, Okla., and Coalgate, Okla., serving certain intermediate and off-route points; numerous routes for operating convenience only; *metal signs, painting materials, asbestos shingles and roofing, matches, storage batteries, wall paper*, and *iron castings*, over irregular routes, from, to, and between certain points, varying with the commodity transported, in Missouri and Illinois. (CENTRAL EXPRESS, INC.) *General commodities*, with certain exceptions including household goods, as a *common carrier*, between McAlester, Okla., and Fort Smith, Ark., and between Fort Smith, Ark., and junction U. S. Highways 270 and 271, between Miami, Okla., and Colbert, Okla., and between Muskogee, Okla., and Braggs, Okla., serving certain intermediate and off-route points. COLUMBIA TERMINALS COMPANY owns no authority from the Interstate Commerce Commission. Application has not been filed for temporary authority under section 210a (b).

No. MC–F 6302. Authority sought for control by H. M. O'NEILL, F. J. O'NEILL, and W. J. O'NEILL, all of 11700 Shaker Boulevard, Cleveland, Ohio, of the operating rights and property of THE DELIVERY COMPANY, 1701 Wicomico Street, Baltimore, Md., WASHINGTON DELIVERIES, INC., 1714 Second Street SW., Washington, D. C., and QUICK DELIVERIES, INC., 110 Olean Street, Rochester, N. Y. Applicant's attorney: Roland Rice, 618 Perpetual Building, 1111 E Street NW., Washington 4, D. C. Operating rights sought to be controlled: (The Delivery Company) *such commodities* as are dealt in by mail order houses and retail department stores, as a *contract carrier* over irregular routes from Baltimore, Md., to all points located in the counties of Baltimore, Carroll, Montgomery, Howard, Anne Arundel, Harford, Prince Georges, Frederick, Kent, Queen Anne and Cecil in the State of Maryland; (Washington Deliveries, Inc.) *such commodities* as are dealt in by mail order houses and retail department stores, as a *contract carrier* over irregular routes, from Washington, D. C., to all points located in the counties of Montgomery, Queen Anne, Prince Georges, Frederick, Charles and Calvert in the State of Maryland, and Fairfax, Prince William, Loudon and Arlington in the State of Virginia; (Quick Deliveries, Inc.) *iron and steel tanks*, as a *contract carrier*, over irregular routes, from points in Onondaga County, N. Y., to points in New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland and Virginia. Applicants hold no authority from the Commission but own controlling stock interest in ANCHOR MOTOR FREIGHT, INC., OF DELAWARE, ANCHOR MOTOR FREIGHT, INC., OF MICHIGAN, ANCHOR MOTOR FREIGHT, N. Y. CORP., RELAY TRANSPORT, INC., SIGNAL DELIVERY SERVICE, INC., and WAREHOUSE TRANSPORTATION CO., which are authorized to operate in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin and the District of Columbia. Application has not been filed for temporary authority under section 210a (b).

NOTE: This application will be processed concurrently with Nos. MC 116030 and MC 116031.

No. MC–F 6303. Authority sought by CONSOLIDATED FREIGHTWAYS, INC., 2029 NW. Quimby Street, Portland, Oreg., to merge the operating rights and property of FOSTER FREIGHT LINES, INC., 1240 South

Holt Road, Indianapolis, Ind. Applicants' attorney: Donald A. Schafer, 803 Public Service Bldg, Portland, Oreg. Operating rights sought to be merged: *General commodities,* with certain exceptions including household goods, as a *common-carrier* over regular routes including routes between Indianapolis, Ind., and St. Louis, Mo., between Chicago, Ill., and Cincinnati, Ohio, between Chicago, Ill., and Indianapolis, Ind., and between Chicago, Ill., and Louisville, Ky., serving certain intermediate and off-route points; *general commodities* as specified above, in truckload lots from Chicago, Ill., to points in four Ohio Counties; *general commodities,* with certain exceptions not including household goods, between Indianapolis, Ind., and Cincinnati, Ohio, serving certain intermediate and off-route points; *metal shelving and fixtures therefor,* between Indianapolis, Ind., and Aurora, Ill., serving certain intermediate and off-route points; *wall paper,* between Indianapolis, Ind., and Joliet, Ill., serving certain intermediate and off-route points; *roofing and roofing materials,* from Joliet, Ill., to Cincinnati, Ohio, and Louisville, Ky., serving the intermediate point of Indianapolis, Ind.; *batteries and battery parts,* from Chicago Heights, Ill., to Cincinnati, Ohio, and Louisville, Ky., serving certain intermediate and off-route points; several routes for operating convenience only. CONSOLIDATED FREIGHTWAYS, INC., is authorized to operate as a *common carrier* in Oregon, Washington, Idaho, Nevada, Minnesota, North Dakota, Montana, Utah, California, Wisconsin, Illinois and Iowa. Application has not been filed for temporary authority under section 210a (b).

No. MC-F 6304. Authority sought for control and merger by HEMINGWAY BROTHERS INTERSTATE TRUCKING COMPANY, 438 Dartmouth Street, New Bedford, Mass., of the operating rights and property of FERREIRA'S TRANSPORTATION, INC., and KEOGH STORAGE COMPANY, both of 601 Brayton Avenue, Fall River, Mass., and for acquisition by PHILIP HEMINGWAY, also of New Bedford, of control of such rights and property through the transaction. Applicants' attorney: Kenneth B. Williams, 89 State Street, Boston 9, Mass. Operating rights sought to be controlled and merged: (Ferreira's Transportation, Inc.): *General commodities,* with certain exceptions including household goods, as a *common carrier* over regular routes between Boston, Mass., and Newport, R. I., and between New Bedford, Mass., and Providence, R. I., serving all intermediate and certain off-route points; *general commodities,* with exceptions as specified above, in nonscheduled service, between Providence, R. I., and New York, N. Y., serving no intermediate points; *general commodities,* with certain exceptions including household goods, over irregular routes, between New York, N. Y., on the one hand, and, on the other, certain points in New Jersey; *household goods* as defined by the Commission between Fall River, Mass., on the one hand, and, on the other, points in Connecticut, New Jersey, New York and Rhode Island; *paper on rolls* and *paper bags,* from New Bedford and Boston, Mass., to Fall River, Mass.; *skins* and *furs,* from New York, N. Y., to Fall River, Mass.; *trunks* containing wearing apparel, from Fall River and New Bedford, Mass., to Boston, Mass. (Keogh Storage Company): *General commodities,* with certain exceptions including household goods, as a *common carrier* over regular routes between New Bedford, Mass., and Providence, R. I., between Boston, Mass., and Newport, R. I., between Boston, Mass., and New Bedford, Mass., and between Boston, Mass., and Providence, R. I., serving certain intermediate and off-route points; *general commodities,* with certain exceptions including household goods, over irregular routes between Boston, Mass., East Greenwich, South Kingstown, Coventry, and Westerly, R. I., and between Fall River and New Bedford, Mass., on the one hand, and, on the other, points in Massachusetts on and east of U. S. Highway 5; *cotton waste, textile chemicals, textile, textile products,* and *material, equipment* and *supplies* used in the operation and maintenance of textile mills and in the manufacture and distribution of textile products, from, to and between points and areas, varying with the commodity transported, in Massachusetts, Rhode Island, Connecticut and New York. HEMINGWAY BROTHERS INTERSTATE TRUCKING COMPANY is authorized to operate as a *common carrier* in Connecticut, Rhode Island, Massachusetts, New Hampshire, New York, New Jersey, Maine, Pennsylvania, Delaware, Maryland, Virginia, and the District of Columbia. Application has been filed for temporary authority under section 210a (b).

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F. R. Doc. 56-4832; Filed, June 19, 1956; 8:50 a. m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JUNE 15, 1956.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT-HAUL

FSA No. 32217: *Roofing and building materials in southern territory.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on roofing and building materials and related articles, carloads from, to and between points in southern territory.

Grounds for relief: Short-line distance formula and circuitous routes.

Tariff: Supplement 5 to Agent Spaninger's I. C. C. 1532.

FSA No. 32218: *Liquefied petroleum gas—Louisiana to South.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on liquefied petroleum gas, tank-car loads from Anse La Butte and other specified points in southwestern Louisiana to specified points in states in southern territory.

Grounds for relief: Short-line distance formula and circuitous routes.

Tariff: Supplement 80 to Agent Kratzmeir's I. C. C. 4118.

FSA No. 32219: *Fertilizer and materials between Southwest and official territory.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on fertilizer and fertilizer materials, carloads between points in southwestern territory, on one hand, and points in official territory, on the other.

Grounds for relief: Short-line distance formula and circuitous routes.

Tariff: Supplement 148 to Agent Kratzmeir's I. C. C. 4112.

FSA No. 32220: *Fertilizers—Southwest to Illinois territory.* Filed by F. C. Kratzmeir, Agent, for interested rail carriers. Rates on sodium (soda), nitrate of, carloads, and superphosphate (acid phosphate), carloads from specified points in Arkansas, Louisiana, Missouri, Oklahoma, and Texas to specified points in Illinois, Iowa, Missouri, and Wisconsin.

Grounds for relief: Short-line distance formula and circuitous routes.

Tariff: Supplement 148 to Agent Kratzmeir's I. C. C. 4112.

FSA No. 32221: *All Freight—Chicago, Ill., to Daytona Beach, Fla.* Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on merchandise, mixed carloads from Chicago, Ill., to Daytona Beach, Fla.

Grounds for relief: Truck competition and circuitous routes.

Tariff: Supplement 22 to Agent Raasch's I. C. C. 789.

FSA No. 32222: *All freight—Chicago, Ill., to Sarasota, Fla.* Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on merchandise, mixed carloads from Chicago, Ill., to Sarasota, Fla.

Grounds for relief: Truck competition, and circuitous routes.

Tariff: Supplement 22 to Agent Raasch's I. C. C. 789.

FSA No. 32223: *All freight—Illinois territory to Tampa, Fla.* Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on merchandise, mixed carloads from Dubuque, Iowa, Chicago, Ill., and other specified points in Illinois to Tampa, Fla.

Grounds for relief: Truck competition and circuitous routes.

Tariff: Supplement 22 to Agent Raasch's I. C. C. 789.

FSA No. 32224: *All freight—Illinois territory to North Birmingham, Ala.* Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on merchandise, mixed carloads from Dubuque, Iowa, Chicago, Ill., and other specified points in Illinois to North Birmingham, Ala.

Grounds for relief: Truck competition and circuitous routes.

Tariff: Supplement 22 to Agent Raasch's I. C. C. 789.

FSA No. 32225: *All freight—Illinois territory to Howells Transfer, Ga.* Filed by R. G. Raasch, Agent, for interested rail carriers. Rates on merchandise,

mixed carloads from Dubuque, Iowa, Chicago, Ill., and other specified points in Illinois to Howells Transfer, Ga.

Grounds for relief: Truck competition and circuitous routes.

Tariff: Supplement 22 to Agent Raasch's I. C. C. 789.

FSA No. 32226: *Newsprint paper—Calhoun, Tenn., to Corona, N. Y.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on newsprint paper, carloads from Calhoun, Tenn., to Corona, N. Y.

Grounds for relief: Short-line distance formula and circuitous routes.

Tariff: Supplement 43 to Agent Spaninger's I. C. C. 867.

FSA No. 32227: *Fertilizer and materials—To and from Southern Points.* Filed by O. W. South, Jr., Agent, for interested rail carriers. Rates on fertilizer and fertilizer materials, carloads from Pace Junction, Fla., to Dothan, Ala., and from Dothan, Ala., to Albany, Ga.

Grounds for relief: Circuitous routes.

Tariff: Supplement 25 to Agent Spaninger's I. C. C. 1510.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F. R. Doc. 56-4831; Filed, June 19, 1956; 8:49 a. m.]